MARATHON WINNER

MIKE RYAN WINS BIG MARATHON RACE

THE WEATHER

Rain today, followed by clearing; fair Saturday; not much change in temperature; light variable winds, becoming west.

Sun rises A. M. 5:57 o'clock, sets P. M. 6:36 o'clock. Moon sets P. M. 5:51 o'clock. High tide 12:10 a. m., 12:58 p. m. Temperature: Boston 39, Chicago 42, Denver 34, New Orleans 70.

BOSTON AMERICAN

VOL. 9—No. 30. BOSTON, FRIDAY, APRIL 19, 1912. Registered in U. S. Patent Office. ONE CENT.

MARATHON EXTRA

FIRST PHOTOGRAPH OF TITANIC SURVIVORS

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ISMAY ADMITS TITANIC SPEED WAS 21 KNOTS

NEW YORK, April 19.—J. Bruce Ismay, managing director of the International Mercantile Marine, owners of the White Star Line, testifying under oath today before the United States Senate Committee investigating the Titanic disaster, swore that at the time when that liner crashed into an iceberg off Newfoundland she was making 21 knots, or 26 miles an hour.

This confirmed the statement of Quartermaster J. H. Moody, who stated today that the Titanic was making twenty-one knots when she hit the iceberg.

It had been charged that the high speed at which the Titanic was travelling was responsible for the terrific crash which sent the vessel to the bottom.

Mr. Ismay was also made to admit that there were no liferafts on board the vessel when she sank after crashing into an iceberg.

Mr. Ismay also admitted that he left the vessel in one of the first boats lowered. He said that he jumped into it.

In explaining his theory that a side blow was the cause of the loss of the giant liner, Mr. Ismay said:

"The ship was especially constructed so that she would float with any two of her compartments filled with water. I think I am right in saying that very few ships have ever had that capacity.

"If she had hit the iceberg head on, in all human possibility she would be afloat today."

DENIES LINER WAS GOING AT SPEED LIMIT.

In his testimony, however, Mr. Ismay declared that the ship had not been ordered to proceed at full speed in order to establish a record. He made this statement to controvert reports that "high speed" orders had been issued by the executive officials of the line. He said that he was asleep when the vessel struck.

The investigation ordered by the Senate was begun here today by the sub-committee headed by Senator Smith of Michigan. The first session was held at the Waldorf-Astoria Hotel. The investigation will be the most thorough ever instituted by the American government. Particular attention will be paid to the charge made that orders issued by officials of the White Star line to make a record trip were responsible for the disaster.

Practical confirmation of this charge came today from a petty officer on the Titanic, Quartermaster J. H. Moody. According to Moody, the Titanic had received two warnings to look out for icebergs, but despite these she was ploughing her way through the ice fields at a 21-knot rate when she crashed into the berg.

Reported Going 21 Knots.

The chief features which the committee expressed a desire to investigate were:

Reports that, while the Carpathia was speeding toward this port yesterday with the survivors of the Titanic on board, Mr. Ismay sent three wireless code messages to Vice-President P. A. S. Franklin of the International Mercantile Marine Company in New York, urging him to detain the Cedric so as to meet the Carpathia off Sandy Hook, where the surviving members of the Titanic's crew could be transferred and sent back to England.

Continued on Page 10, Column 3

MARATHON RUNNERS START ON LONG GRIND OVER MUDDY COURSE

In a drizzling rain, 102 starters leaped forward from their marks when George V. Brown fired the pistol shot which started the sixteenth annual Boston Athletic Association Marathon run of twenty-five miles at Stevens' Corner, Ashland, this noon.

The lead was taken by William Rosett of the Pastime A. C. of New York, but at Ashland Centre, a mile from the start, Israel Sklad of Northchester A. A. was leading. By coincidence Sklad's racing number is "1."

Oswald Sparson of Lewiston, Me., was second at Ashland Centre. Behind him came Teqamtewa, Hermequatewa and Arquette, the Carlisle School Indians, in order.

The runners lined up in five lines across the road at Stevens' Corner for the start. They made a clean start. When Rosett of the Pastime A. C. of New York jumped to the lead he was closely followed by C. H. Foster of the F. D. C. Club of Chicago, "Bobbie" Fowler of Boston was third, R. P. Piggott fourth and Joseph Silva of the B. A. A. third.

But the first mile changed the leaders. At the centre Sklad, the North Dorchester boy, was in the lead. Then came Sparson of Lewiston, followed by the three Carlisle Indians. Behind the Indians came Piggott and Silva, running abreast.

The others trailed along from anywhere between five to 200 yards in the rear.

Continued on Page 11, Column 4.

1,595 SOULS LOST; ONLY 535 RESCUED

The following tabulation of the passengers and crew on board the Titanic, together with those saved and lost, has been compiled from the figures in the statement issued by the committee of passengers:

Approximate number of passengers aboard:	
First class	330
Second class	320
Third class	700
Total	1,400
Officers and crew	940
Grand total	2,340
Number of passengers saved by Carpathia:	
First class	210
Second class	125
Third class	200
Total	535–535
Members of crew saved:	
Officers	4
Seamen	35
Stewards	96
Firemen	74
Total	210–210
Grand total saved	745
Total number perished	1,595
First and second cabin passengers	650
First and second cabin passengers saved	325
Total cabin passengers lost	315

1,600 SINK TO DEATH AS BAND PLAYS HYMN

NEW YORK, April 19.—With the ship's band playing "Nearer, My God, to Thee," 1,600 persons, nearly all of them men, stood on the upper deck and sank with the steamship Titanic at 2:20 o'clock Monday morning.

The last seen of Colonel John Jacob Astor, according to the story told by Miss Helen R. Ostby of Providence, one of the survivors, was when after clinging to a lift-raft exhausted and chilled, he relaxed his fingers and sank beneath the surface.

(Continued on Page 2, Column 1)

A GREAT FICTION BOOKLET FREE.

A whole library of the greatest stories ever written, printed in booklet form, will be given free with EVERY COPY of SUNDAY'S AMERICAN.

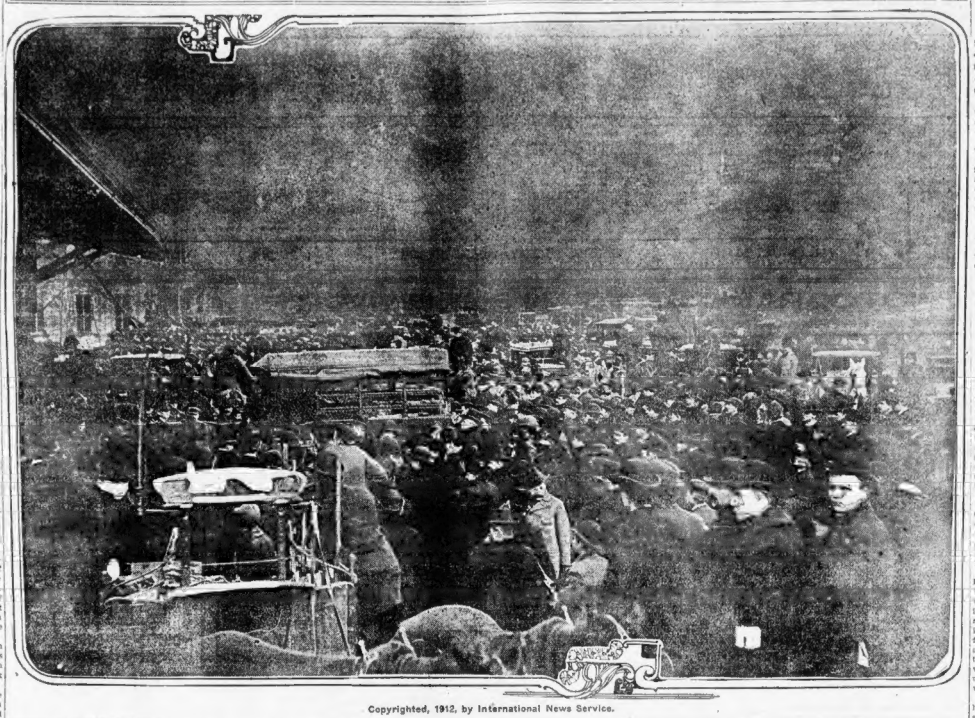
A GREAT FICTION BOOKLET FREE.

A whole library of the greatest stories ever written, printed in booklet form, will be given free with EVERY COPY of SUNDAY'S AMERICAN.

Next Sunday's AMERICAN will have the BEST PHOTOGRAPHS and the BEST ACCOUNTS of the WRECK OF THE TITANIC. Just what happened immediately after the vessel struck the iceberg, TOLD BY SURVIVORS. Tales of heroism, of partings, of terror, of struggles, BY MEN AND WOMEN WHO WERE EYE-WITNESSES. To get these stories and these pictures, told and printed in a way to set a NEW MARK IN JOURNALISM, you MUST HAVE THE SUNDAY AMERICAN. To make sure of getting a copy, better speak to your newsdealer to-day

SCENES OF SUBLIME HEROISM MARKED SINKING OF THE TITANIC

SCENES AT LANDING OF SURVIVORS AT NEW YORK



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Sixteen Hundred Went Down as Band Played "Nearer, My God, to Thee."

Continued from First Page.

One of the most remarkable incidents of the eventful night was the experience of John B. Thayer, one of the vice-presidents of the Pennsylvania Railroad. He was picked down by the sinking steamship and was then rescued out of the wreck into the air by escaping steam and gas. This saved his life. The incident was told by Morris Beesly of London, one of the survivors.

The first connected story of the world's most harrowing sea tragedy was told today by the survivors. They left the rescue ship Carpathia late last night and early today. Here are the facts which stand out from their stories:

The men and women were separated—many of them by force and at the point of revolvers—when the boats were manned, and the debarkation was orderly for the most part.

Some of the men leaped overboard from the Titanic when the boats were launched, and were picked up, which accounts for their presence among the women.

Colonel John Jacob Astor, Major Archibald W. Butt, President Taft's military aide, and some of the ship's officers, with drawn revolvers, stood at the ship's rail and forced back the men who attempted to get into the lifeboats ahead of the women. They are reported to have shot some of them.

Colonel Astor and Major Butt helped load the women into the boats. Astor fought back a rushing crowd with his rifle, had a place, then bade her good-bye and returned to the men passengers.

Waves Drown Out Band's Music.

The great liner sank, lurching, and as she went under the waves came out the music of the hymn and the cries of the hundreds who stricken the graves. Some of these were picked up by the lifeboats which hovered about the grave of the Titanic. The rest struggled for a while, then sank forever.

The Titanic sank in about three hours after she struck. The shock of the collision was so slight that most of the passengers did not realize that a frightful tragedy was about to occur.

After a brief inspection, designer, Captain Smith discovered the real plight of his vessel, and at midnight ordered the women and children to take to the boats. When they were put overboard the men of the men who remained on the ship did not realize that the Titanic would sink within two hours. When they did realize it the first panic ensued. But it was too late.

The women, many of whom had been dragged from their husbands at the points of revolvers, saw the Titanic, lighted from end to end and with band playing, sink beneath the waves.

The lifeboats picked up many of those who were swimming. Among the men in the water was Captain Smith. He refused to be taken into a small boat, scorning life and choosing death.

Lady Duff-Gordon, saying he would cling to the wreckage, as assistance was at hand and his place in the boat could be taken by a weaker person.

Two hours after the Titanic sank the Carpathia arrived among the floating small boats and the work of rescue began.

Carpathia Arrives on the Scene.

Another report, by a passenger who refused to give his name, says the chief engineer and three Italians were shot to death in the struggle for lifeboats.

The Titanic struck with a tremendous crash. Some of the passengers went to the decks and returned to their berths. All hands were called on deck and the boats manned a half hour later. After the crash the ship struck she soon slid off the ice. It is reported that two of her boilers burst, this being the direct cause of the sinking of the steamship.

The Titanic carried 2,340 persons. The Carpathia rescued 745, but six of these died, making the total list 1,601.

The Titanic was traveling at twenty-three knots an hour when the liner struck the berg, which was seventy-five feet out of water. The blow was glancing and ripped the boat from the bow clear to the engine room. The extent of the calamity was not realized. The blow was so slight that not until the boat began to settle did the officers appreciate that the ship was in imminent danger.

At 12:15 the boats were put over the side. Those who remained on board were not awake to the fact that they were in peril and presumed that the measure was precautionary until they discovered that the ship was sinking.

J. B. Thayer, second vice-president of the Pennsylvania railroad, went down with the Titanic, and declared he would be thrown back into the air by gases from the ship. He was picked up by a lifeboat.

J. Bruce Ismay, managing director of the White Star Line, went into one of the boats as an oarsman. He gave up his seat to a woman and carried his oar into another boat.

Captain Smith stood on the bridge, megaphone in hand. When the orders were given to man the boats, men and women fought for places. The captain restored order and Colonel Astor was one of those who fought back the men.

Many survivors say that no women were left on deck when the boats were cast away. They believe the most of those who did rescued were killed in their berths. No men were admitted to the boats until all women who could be found were taken.

First Complete Story of Disaster.

This is the first complete, connected story of the disaster gathered from the survivors' lips. The Titanic struck at between 11:30 o'clock and midnight. It was a calm, starlit night. Most of the passengers were in their berths, many of them were in evening dress in the saloons.

The crash awakened the passengers, but did not alarm them. Many of them hurried to the decks. They found that the Titanic had struck a berg and had gone over a submerged shelf of ice, ripping a projecting ledge. Many of them returned to their staterooms.

A half hour later Captain Smith discovered that his vessel was sinking and sent stewards to the rooms, ordering all passengers on deck.

A panic followed. Men and women ran screaming in a great confusion to the decks. They fought and even hit and shoved each other as they struggled for places near the lifeboats.

Captain Smith, on the bridge with his megaphone, and ship's officers, reinforced by Colonel John Jacob Astor, Major Archibald Butt and some others, soon restored order.

Officers and sailors separated the men and women. In many cases they had to force us. Women resisting separation from their husbands, preferring death together than safety alone.

The men were finally assembled on upper deck A—the boat deck—the women on the next lower deck, B. The men were ordered to stand back, while a small crew manned each boat. Except in a few instances, the men did not attempt to enter the boats.

The boats were then lowered to deck B, when the women got into them or were lifted in, some of them resisted and had to be forced into the boats. Many do not remember how they came to be in the boats.

The first boat lowered capsized, and some of its passengers were drowned. The others were taken into the second boat. Although sailors manned the rails of the Titanic to prevent the passengers from leaping overboard, many of them jumped into the water. Some of these were saved by passengers and sailors in the lifeboats, which had been easily launched.

The weather was frightfully cold for those in scant clothing. Women shrieked and prayed and men collapsed. The boat crews were ordered to row as far as possible from the Titanic. Some of the women aided them at the oars.

The band played pleasing. Lights from the storage batteries helped to comfort those remaining aboard the ship. The liner sank gradually. Her bow was under water for some time, when suddenly the stern raised and the giant steamship plunged head foremost into the deep.

Terrible Hours Before Rescue.

The lifeboats were at a safe distance. A frightful roar accompanied by an appalling shrieking, was heard as the great vessel disappeared. It lasted for some moments. Women in the boats screamed in their frenzy, or sank stonified and speechless in the bottom of the boats.

A tremendous wave swept out from where the Titanic had disappeared and then all was darkness. Terrible hours followed. Most of the rescued were horrified and stricken beyond hope, when they were revived, two hours after the Titanic disappeared, by the searchlights of the Carpathia.

It was 4:30 o'clock. Two hours later the Carpathia was among the fleet of lifesaving craft, and within an hour had every soul aboard.

The Carpathia's sorrowing company arrived at the Cunard Line docks at New York at 8:55 o'clock last night. She was met by a tremendous crowd. Ambulances and dead wagons were packed about the pier. A committee of Wall street brokers, with $20,000 in currency, was located at the pier, distributing money to the needy. The most of the passengers were hurried to hotels or hospitals.

Henry Blosgel of Newark, N. J., is authority for this statement: "I have no praise for anything connected with the rescue of the Titanic survivors. There were holes in the lifeboats uncalked. I have a clear recollection that when the lifeboat in which I came was leaving the Titanic a band was playing aboard the big ship. We suffered dreadfully. There was no food, no water and no lights aboard any of the lifeboats, and from what I could learn none of the lifeboats was in good shape."

Officials of the Sergeant-at-Arms' office of the United States Senate have been directed to seize J. Bruce Ismay, managing director of the White Star line, if necessary to prevent him from leaving the country pending the Senate inquiry into the Titanic disaster.

Mrs. Jacques Futrelle, wife of the Boston author who was drowned aboard the Titanic, this morning told the first story of the sinking of the giant steamship off Newfoundland. She said:

"The Titanic went down with all but the lifeboats and helped the women into them.

Mrs. John Jacob Astor came down the gangplank with bathing steps. She was fully dressed, wearing a black astrachan coat. She seemed to be on the verge of complete collapse, and a half dozen men rushed to her. Asked for a statement, she said:

"I CAN'T. IT WAS HORRIBLE. I AM UNSPEAKABLY ILL. OH, SOMEONE HELP ME."

Margaret Hays of No. 384 West Eighty-third street, New York, said:

"I first came to my senses in one of the lifeboats. My first realization was that I was holding in my arms a two-year-old girl. I don't know the name or identity of the child. She was almost naked.

"I kept her with me and will closely guard my little ward given to me by Providence."

Mrs. Washington Dodge of San Francisco, wife of another prominent passenger, was asleep in her stateroom. She was aroused by her husband, who urged her to get into a boat. So certain were both that the measures were only precautionary and not necessary that they did not even kiss each other goodby. Mr. Dodge embarked in another boat.

These incidents are given because they are typical. They show how little the passengers knew that they were standing at the brink of death.

The riven plates under the waterline increased the gap, allowing more and more water to pour into the hold. The steel frame had been buckled by the impact of the collision, and water was rushing into the supposedly water-tight compartments around the doors.

The dynamos supplying the ship's searchlights and the wireless outfit were put out of commission.

Officers hurried thither and thither reporting to Captain Smith. This master mariner hero of the White Star line knew that he was doomed to death by all the traditions of the sea. He was the coolest man on board.

As lifeboat after lifeboat was fitted and swung over the side it pulled off some distance and stood by. When the officers began to load the women of the steerage, lights burning and her band playing "Nearer, My God, to Thee."

Colonel Astor saw his young bride aboard a lifeboat, bade her good-bye, then returned to help other women to safety. Major Butt and Colonel Astor stood bravely by into the boats trouble started. Men refused to be separated from their wives. Families clamored to go into lifeboats together. The ship's officers had a hard time subduing some of the steerage passengers. The survivors say that some of the men of the steerage were shot by the ship's officers.

As the officers were loading the women of the first cabin list into the boats they came upon Mrs. Isidor Straus, the elderly wife of the noted philanthropist. She started to get into a boat, but held back waiting for her husband to follow. Mr. Straus tenderly took her in his arms, bade her farewell and explained that he must abide by the inexorable rule of the sea, which says women and children must be saved first.

"If you do not go, I will not go," exclaimed the devoted wife. She clung to her husband's arm and despite his efforts and the efforts of officers to persuade her to get into one of the boats, she refused. The devoted couple went to death together.

While the vessel was going down the calls for help were picked up and acknowledged by the White Star liners, Baltic and Olympic. Both turned their heads toward the Titanic, but were too far away to render aid.

As one of the lifeboats was being swung over the ship's side a frantic mother, who had been separated from her eight-year-old boy, cried out hysterically. Colonel Astor was standing by the boat, assisting the officers. The little boy, in the last pange of fright and despair, stretched out his arms appealingly to his mother, but the officers, in command of the boat said that it would not be safe for another to enter.

Colonel Astor, seeing a girl's hat lying upon the deck, stealthily placed it upon the boy's head. Lifting up the child, he called out:

"Surely you will not leave a little girl behind." The ruse worked. The child was taken aboard.

Up in the wireless room Bride had placed a life preserver upon his companion Phillips while Phillips sat at his key. Upon returning from Captain Smith's cabin with a message Bride saw a grim seeker of gigantic proportions bending over Phillips, removing his life belt. Phillips would not abandon his key for an instant to fight off the stoker. Bride in a little man (he was subsequently saved) but plucky. Drawing his revolver, he shot down the intruder and the wireless work went on as if nothing had happened.

"Cannot Sink," Said Ismay.

J. Bruce Ismay, managing director of the International Mercantil Marine Company, owners of the White Star line, was sitting in the cafe chatting with some friends, when the liner ran upon the berg. He was the first one informed by Captain Smith. Ismay rushed to the deck to look at the berg.

"The ship cannot sink," was the reply which he gave with smiling assurance to all inquirers. Nevertheless there are survivors who say that Ismay was one of the passengers of the third life boat which left. They suffer by adding four miles to the relief fund. It is the most effective way of showing the genuine sympathy which the whole world feels at the many appalling and disastrous marine disaster in history.

AMERICAN WILL RECEIVE FUNDS FOR SURVIVORS

Today, when the full realization of the suffering and the hardships undergone by the Titanic survivors was made known, contributions began to pour into the Boston AMERICAN Titanic relief fund.

A contribution of $1,000 has been given by William Randolph Hearst.

With the arrival of the Carpathia and the tales of greesome suffering and ghastly that were told by those who survived the horror of the sea, many a heart was touched and demand for relief for the needy was at once made apparent.

The New York Titanic relief committee will expand the money and care for the impoverished survivors, many of whom besides losing relatives, were left penniless in a strange land, and in some cases without belongings.

The Boston AMERICAN is now receiving and will acknowledge contributions to the fund. Checks or money may be sent to Cashier Boston AMERICAN and after tabulation will be acknowledge in these columns. The first list of contributions will be completed and published in a later edition.

Arrangements were being made to establish Relief Fund receiving stations at all the Boston hotels.

Those who have read the stories of the awful disaster can well appreciate the terrible predicament of many of the survivors. Their limited belongings swept away, penniless and in practical sympathy, in the form of funds, will be heartily welcomed. Their agonized grief and the shock of the disaster are enough for them to bear without the added trials of money considerations.

It is a time to open up the purse. Small contributions will be welcomed, as well as the more generous response. Help lighten the burden of those who have suffered and will suffer by adding your mite to the relief fund. It is the most effective way of showing the genuine sympathy which the whole world feels at the many appalling and disastrous marine disaster in history.

Arrangements Complete.

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Terrible Scenes Before Rescue.

"We suffered dreadfully. There was no food, no water and no lights aboard any of the lifeboats, and from what I could learn none of the lifeboats were in good shape.

"We saw with my own eyes two lifeboats loaded with passengers go down. I can only attribute this to the bad condition of the boats."

Mrs. Ida S. Hippach of Chicago and her daughter Jean, two of the survivors, were met at the pier by Mrs. Hippach's son, John Hippach. The mother was in a serious state of collapse and was taken to the Plaza hospital.

Mrs. A. A. Dick, who was saved with her husband, said:

"There was the wildest excitement after the ship struck. The crew first ran to the rails to prevent anyone from jumping overboard. It was standing near the first crew boats that were launched. At first a few men struggled to gain seats, but when they saw no women they calmed down and put us aboard the boats. Their bravery was wonderful. The lowering of our boat was a terrible experience. The boats with the rescued passengers lay in the vicinity of the floundering vessel for hours and hours. We had been assured by the captain that she couldn't sink. But she began to settle, and our oarsmen made frantic efforts to pull far enough away so that we would not be drawn down with the Titanic in her vortex.

"The marine band did nobly. As she was struck up soon after the crash and as we were lowered away we were cheered by the strains of music. After we had reached the water, and until we were far away we could hear the music on board. Even when the giant vessel had lowered to the point where is was seen that she must go down, the music kept up.

"The last I remember of the Titanic was hearing the strains of 'Nearer My God to Thee.'

"There was a great sound of rushing water and the vessel sank beneath the waves. I know that the musicians stepped playing that hymn only when their instruments were choked off by the swirling water that closed about their heads when they went to heroes' graves."

Robert W. Daniel of Philadelphia said:

"I had just left the music room and discarded and was in my bunk when there was a terrific crash. The boat quivered and the lights went out. In the darkness I rushed on deck, almost naked. There seemed to be thousands fighting and shouting in the darkness, and then they got the storage batteries going and this gave us a little light.

"Captain Smith was the biggest hero I ever saw. He stood on the bridge and shouted through a megaphone, trying to make himself heard. The crew obeyed his orders as quickly as could be expected, five minutes after the crash everybody seemed to have gone insane. Men and women fought, bit and scrambled to be in line for the lifeboat. I got a black eye and cut chin in the fight. Then Captain Smith seemed to get some order and the passengers were sent to fore and aft of the big boat.

"There was a frightful pounding noise throughout. I saw men praying as I struggled to get to the rail. Prayers and cries filled the air. Women who had been in the music room where a concert had been in progress, were still dressed in evening apparel and wore diamonds. Other women had just got to their staterooms and were in night attire. All rushed into with one object, to get to the boats. Captain Smith was still shouting when I last saw him.

Women Hurled Into Boats.

"As the passengers got into the lifeboats, women were thrown in, as if they did not arrive fast enough, and an officer jumped in to command. The boats were swung from their davits and let down into the water, hundreds, it seems, did not wait for the boats. They could see there was no chance and then they jumped overboard."

"What happened to you, Daniel?" was asked.

"I can't tell you what happened; I hardly know, myself," he replied. "I was naked, almost. I grabbed something and uttered one prayer, then I went over the side of the boat."

At this point Daniels was so overcome that he had to be led to a rail, where he rested himself for a few moments.

"Let me smoke a cigarette," he said.

Many of the survivors assert positively that not a woman was to be seen on any of the decks at the time the officers of the Titanic gave the word for the men to enter the lifeboats. It is, therefore, believed many of those who lost their lives must have been killed in their cabins, as the survivors also say that everyone had ample time to dress.

E. Z. Taylor of Philadelphia, says he was awakened at 12:10 o'clock by a dull grinding crash that rocked the boat, but was not sufficiently hard to throw him from his berth.

"I knew instantly," he said, "that we had struck something, but was not frightened. We had plenty of time to dress, for when the ship struck it was 12:10 and she did not sink until 2:80 by my watch.

"I saw the iceberg we struck, and it was fully eighty feet high above the water. It seemed to me that when we struck it we passed over part of it and under part, as a mass of the bottom of the members of the Titanic's crew."

Scenes of Horror and Suffering Described by Survivors of Ill-Fated Titanic.

"Everybody rushed to the decks following the impact, or so it seemed, but it did not at first appear as if we were facing a horrible danger, and those not fully dressed retired to attire themselves to face the cold, which was terrible.

"The sea was as smooth as glass, and there was little trouble so far as I could see, in launching the boats when the word was given out that we were sinking.

"The rule in loading the boats was 'women first,' and I can say positively that we thought all the women on board were in the boats of the ship. At last, when not a woman was to be seen on the decks the officers ordered the men to the boats. I dropped in to one containing Mrs. Astor and several other women whose names I do not know.

"We were four and one-half hours in the boat before the Carpathia picked us up, suffering intensely from the horror of what we had just gone through, the thoughts of those who had gone down, and from the cold that bit into our flesh like a knife.

"And I can say with assurance," he declared, "that all of the lifeboats from the ship were accounted for, and I do not believe over 500 persons have been saved from the wreck."

Dr. Harry W. Arrantbel, No. 783 Lexington avenue, New York, also declared all of the women on board the Titanic were thought to have been safely lowered in the boats before the order for the men to take them came.

"When the ship first struck," he said, "none of us dreamed of the danger we faced. All who had been asleep, after the first rush into the cabinways and to the decks, returned to their cabins to dress but in the mad scene that we drew sinking, and the lifeboats were ordered over the side, the rabble was forced. Fires and slides came shrieks and groans and cries, and it seemed as if all the devils of hell had been let loose.

"Just now I am so thankful to be alive that my appreciation of the horror is dulled. I can see and feel that scene, I recover from the first shock it will all come back to me again, and I would rather have gone with the boat. I think then I'd live to live over again, even in my imagination, the last few minutes of that fearful night.

"I would rather have stayed, too, than know that women went down with the Titanic. But I cannot do thought every woman on the ship had been placed safely in the boats. It was 'women first' with all of the men, and at last it seemed as if the decks had been cleared of them. For me one was to be seen, save those already lowered. Then the officers ordered the men to leave the sinking vessel, and we left for the boats not knowing, any one of us, I think, how many of our fellow men we were leaving behind to die."

Another of the survivors who would have embraced death more happily than safety was Mrs. A. O. Herveson, whose husband, who was connected with the Passbody Company, went down with the Titanic.

The Band Kept Playing.

With her husband, Mrs. Herveson had been in Buenos Ayres on a three months' pleasure and business trip, and returning by way of England had thought it would be fine to go on the Titanic's maiden trip.

"We were so happy," she cried, with tears streaming down her face as she thought it such a lark to come back home on the Titanic. But now, oh, there is nothing left in life for me. I don't see how I stand it." And broken completely down, she hid her face in her hands and could say no more.

PROVIDENCE WOMAN SAW COL. ASTOR SINK FROM A LIFERAFT

PROVIDENCE, April 19.—Miss Helen C. Ostby of this city declares that she saw Colonel John Jacob Astor sink exhausted beneath the waves after the Titanic went down to her grave.

Miss Ostby, who is expected in this city tonight, was suffering severely from shock and exposure in the open sea after the loss of her nighbdress. Her father, Engleburt C. Ostby, head of the jewelry firm of Ostby & Barton of Providence, though reported safe, went down with the Titanic. This news has been kept from Miss Ostby, however.

Drifting about in the lifeboat, Miss Ostby told her brothers how she saw Colonel Astor drown. She said:

"I saw him struggling to keep hold of a liferaft. His face was drawn and he looked just about exhausted. Some one in the music room where a concert had been in progress, was still dressed in evening apparel and wore diamonds. Other women had just got to their staterooms and were in night attire. All rushed into with one object, to get to the boats. Captain Smith was still shouting when I last saw him.

Women Hurled Into Boats.

"As the passengers got into the lifeboats, women were thrown in, as if they did not arrive fast enough, and an officer jumped in to command. The boats were swung from their davits and let down into the water, hundreds, it seems, did not wait for the boats. They could see there was no chance and then they jumped overboard."

"What happened to you, Daniel?" was asked.

"I can't tell you what happened; I hardly know, myself," he replied. "I was naked, almost. I grabbed something and uttered one prayer, then I went over the side of the boat."

At this point Daniels was so overcome that he had to be led to a rail, where he rested himself for a few moments.

"Let me smoke a cigarette," he said.

Many of the survivors assert positively that not a woman was to be seen on any of the decks at the time the officers of the Titanic gave the word for the men to enter the lifeboats. It is, therefore, believed many of those who lost their lives must have been killed in their cabins, as the survivors also say that everyone had ample time to dress.

E. Z. Taylor of Philadelphia, says he was awakened at 12:10 o'clock by a dull grinding crash that rocked the boat, but was not sufficiently hard to throw him from his berth.

"I knew instantly," he said, "that we had struck something, but was not frightened. We had plenty of time to dress, for when the ship struck it was 12:10 and she did not sink until 2:80 by my watch.

"I saw the iceberg we struck, and it was fully eighty feet high above the water. It seemed to me that when we struck it we passed over part of it and under part, as a mass of the bottom of the members of the Titanic's crew."

SAILOR GAVE WOMAN LIFE PRESERVER, SAID THERE WAS SHORTAGE

NEW YORK, April 19.—Mrs. E. Z. Taylor of Philadelphia praised the Titanic's crew. She said:

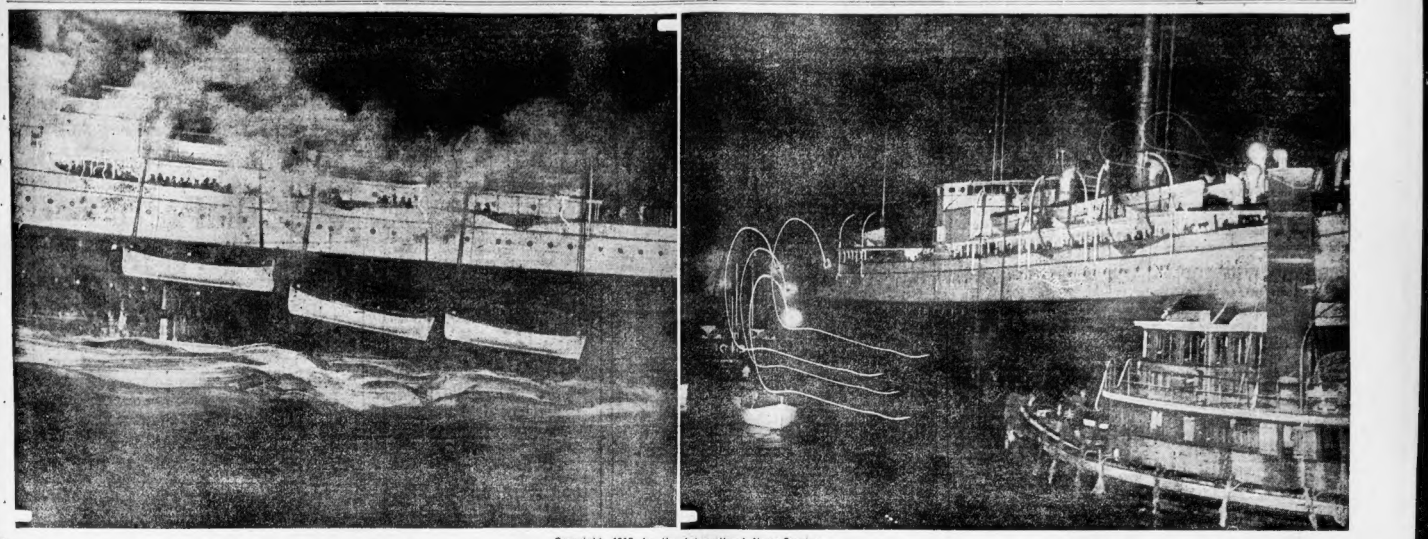
"Before the lifeboats were lowered away a steward handed me a life preserver. When I asked him why he did not put it on himself he replied that there might not be enough to go around. This was a good example of the heroism of the members of the Titanic's crew."

PASSENGERS DRIVEN INTO BOATS, DECLARES ONE WOMAN SURVIVOR

NEW YORK, April 19.—"The Titanic sank," said Mrs. F. M. Warren of Portland, Ore., "while her passengers fully believed that she would limp into port. Excitement was much more apparent among the officers than the passengers, except in the steerage, where I am told the foreigners were nervous and excited. Many of these passengers were forced into the boats against their will. They believed the Titanic would settle, but not sink, and get in under her own steam, as the engines, which had stopped, started up again."

CAPTAIN ROSTROM'S OWN STORY OF THE RESCUE OF THE SURVIVORS

FIRST PICTURES OF THE LANDING OF THE TITANIC SURVIVORS



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LOWERING TITANIC'S LIFEBOATS FROM THE CARPATHIA, TO ALLOW THE RESCUING LINER TO COME ALONGSIDE DOCK

HOW NOTABLES WENT TO HERO GRAVES AT SEA

Just as Margaret Fuller, the noted writer, years ago went to her death off Fondy Hook because she would not leave her husband, although she herself could have been saved, so Mrs. Isador Straus refused to leave her husband when the Titanic was sinking.

Mr. Straus, supporting his wife, made his way toward the side of the ship to place his wife in a lifeboat. When they got near the railing he was held back.

"Women only," was the order of the guard.

Then Mrs. Straus drew back from the lifeboat. She clung to her husband. He tried to persuade her to get into the boat.

"No," cried Mrs. Straus, and many witnessed the pathetic incident, "I will not go without you. We have lived together all these years and I can not live without you. If we have to die here we will die together."

"Darby and Joan" Die Together.

Again and again the husband urged her to get in the boat, arguing that he would possibly be rescued later. But Mrs. Straus only clung the closer to her husband and thus this husband and wife who had lovingly been dubbed "Darby and Joan" by their friends went to their death clasped in each other's arms.

Mrs. Jacques Futrelle, the authoress and brilliant wife of one of the most promising story writers of the country, of Scituate and Boston, fought her way back from the lifeboats five times before she finally consented to be saved.

Mrs. Futrelle hoped against hope that her husband had been saved until she landed in New York from the Carpathia.

Time and time again Mrs. Futrelle was offered a place in a lifeboat. But she struggled back through the crowd and pleaded with her stalwart husband:

"Jack, come with me, I can't leave you—come with me," cried Mrs. Futrelle. Tears streamed down her face as she pleaded with her husband.

"I threw my arms about his neck," said Mrs. Futrelle, "and tried to drag him with me. But he drew back.

"'For God's sake, go!' he fairly screamed at me as he tried to push me away), and I could see how he suffered.

"It's your last chance. Go! Then one of the ship's officers forced me into a lifeboat, and I gave up all hope that he could be saved."

Major Butt a Hero.

Major Archibald Butt, aide of President Taft, and widely known throughout the United States for his genial manner and unfailing courtesy and good humor, died like a hero. President Taft told his friends at Washington that he never expected from the first, after hearing of the extent of the disaster, to learn that Major Butt was among the saved.

"I never had any idea that Archie was saved at all," said the President.

"As soon as I heard that 1,200 people went down, I knew he went down, too. He was a soldier and was on deck where he belonged."

President Taft and Francis, in a message of sympathy to President Taft, said:

"I wish to tell Your Excellency how much I share in your anguish about the fate of your aide and friend, Major Butt."

"I am grateful," President Taft cabled, "for your reference to my friend and aide, Major Butt.

"Soldier that he was, with rescue only possible for part of the company, I know that he felt his place to be on the ship as she went down."

Courage, tender consideration for others and utter sacrifice of himself marked the last hours of the life of Colonel John Jacob Astor, according to all accounts from the wreck.

When the women and children were first being put in the boats, before the majority of passengers realized the dire peril, Colonel Astor placed his young bride in a lifeboat.

Aided by Colonel Astor.

Then he turned to the officer in charge of the lifeboat and explained that his wife was in delicate health and asked if he might go in the same boat.

"No, sir," said the officer.

"Very well," said Colonel Astor and stepped back. He waved his hand in farewell to his wife, who saw him no more.

But Mrs. J. M. Brown of Acton, Mass., who left the Titanic on the last lifeboat to be put off, was assisted by Colonel Astor in getting away.

In her story Mrs. Brown says:

"It was just 12 o'clock at night when Colonel Astor ordered me to put on a life preserver and get into a boat—'the nearest boat'—were his exact words. But there was only one left and I got off the Titantic in that last boat."

"PLEASE DON'T KNOCK" SAYS SIGN PLACED ON ISMAY'S DOOR

NEW YORK, April 19.—"As soon as Mr. Ismay had been placed in his stateroom a sign was placed on the door, 'Please don't knock.'" This is the concluding sentence of an interview with Mrs. Lucius Smith of Huntington, W. Va., a survivor of the Titanic, given through her uncle, Dr. J. H. Vincent of Huntington, W. Va.

Mrs. Smith is daughter of Senator James Hughes of West Virginia, a bride of eight weeks, whose husband was lost in the disaster.

"The women were shoved into the lifeboats," said Dr. Vincent. "The crew did not wait until the lifeboat was filled before they lowered it; as a matter of fact, there were but twenty-six people in the boat, mostly all women, when an officer gave instructions to lower it. Mr. Smith was standing alongside the boat when it was lowered. There was plenty of room for more people to get into the boat, the capacity being fifty."

HOW OPERATORS SENT WIRELESS CALL FROM SINKING SHIP

Harold Bride, the surviving wireless operator of the Titanic, in the course of his story as printed in today's New York Times, said:

"I was standing by Phillips (the first wireless operator), telling him to go to bed, when the captain put his head in the cabin.

"'We've struck an iceberg,' the captain said, 'and I'm having an inspection made to tell what it has done for us. You better get ready to send out a call for assistance. But don't send it until I tell you.'

"The captain went away and in ten minutes, I should estimate the time, he came back. We could hear a terrible confusion outside, but there was not the least thing to indicate that there was any trouble. The wireless was working perfectly.

"'Send the call for assistance,' ordered the captain, barely putting his head in the door.

"'What call should I send?' Phillips asked.

"'The regulation international call for help. Just that.'

"Then the captain was gone. Phillips began to send 'C. Q. D.' He flashed away at it and we joked while he did so. All of us made light of the disaster.

"We joked that way while he flashed signals for about five minutes. Then the captain came back.

"'What are you sending?' he asked.

"'C. Q. D.,' Phillips replied.

"The humor of the situation appealed to me. I cut in with a little remark that made us all laugh, including the captain.

"'Send 'S. O. S.,' I said. It's the new call, and it may be your last chance to send it.

"Phillips with a laugh changed the signal to 'S. O. S.'

"While Phillips worked later something happened I hate to tell about. I was back in my room getting Phillips' money for him, and as I looked out the door I saw a stoker, or somebody from below decks, leaning over Phillips from behind. He was too busy to notice what the man was doing. The man was slipping the life belt off Phillips' back.

"He was a big man, too. As you can see, I am very small. I don't know what it was I got old of. I remembered in a flash the way Phillips had clung on—how I had to fix that life belt in place because he was too busy to do it.

"I knew that man from below decks had his own life belt and should have known where to get it.

"I suddenly felt a passion not to let that man die a decent sailor's death. I wished he might have stretched rope or walked a plank. I did my duty. I hope I finished him. I don't know. We left him on the cabin floor or the wireless room and he was not moving.

Sea Dotted with Men.

"I was in a boat at last and the boat was upside down and I was under it. And I remember realizing I was wet through, and that whatever happened I must not breathe, for I was under water.

"I knew I had to fight for it and I did. How I got out from under the boat I do not know, but I felt a breath of air at last.

"There were men all around me—hundreds of them. The sea was dotted with them, all depending on their life belts. I felt I simply had to get away from the ship. She was a beautiful sight then.

"Spoke and sparks were rushing out of her funnel. There must have been an explosion, but we heard none. We only saw the big stream of sparks. The ship was gradually turning on her nose—just like a duck does that goes down for a dive. I had only one thing on my mind —to get away from the suction. The band was still playing. I guess all of the band went down."

MOVE FOR UNITED ACTION BY ENGLAND AND UNITED STATES

LONDON, April 19.—While memorial services for the Titanic's dead were being held today in St. Paul's cathedral, Alan Burgerin, a member of Parliament, demanded that England join with the United States in an international investigation of the disaster. Mr. Burgerin said that on Monday in Parliament he would ask Premier Asquith to have the British government co-operate with the United States in a joint inquiry into the sea tragedy which by the depth and expansion of its horror had put the two countries upon the common ground of a great grief.

Mr. Burgerin said he would also suggest to the Premier the advisability of appointing a parliamentary committee at once to investigate the Board of Trade regulations for a life guarding device on passenger ships.

London has departed from its usual staid newspaper custom as a result of the disaster and today a number of extras were issued carrying details of the flounddering of the liner as they were cabled from New York.

The fund being raised by Lord Mayor Crosby for the survivors has now reached approximately $150,000, and is still increasing steadily. The purse strings of rich and poor alike have been thrown open for the sufferers. Those who hoped that the Olympic had picked up survivors of the Titanic calamity were dispelled today by Manager Purton of the White Star Line here who said that the Olympic was nowhere near the Titanic when she sank, and that the Cunard liner positively had no survivors on board. The White Star Line also utterly discredited the report that the Baltic picked up survivors of the Titanic disaster.

CAPT. ROSTROM GLAD AT CHANCE TO AID

I thank the people who have congratulated me, but I am not entitled to any more credit than would have been due any other man of the sea, had the opportunity for service my ship rendered been afforded to him. I thank Almighty God that I was within wireless hailing distance and that I got there in time to pick up the survivors of the wreck.

—The reply of Captain Rostrom of the Carpathia to those who praised his rescue.

DAUGHTER OF HENRY SIEGEL PICTURES THE PATHETIC 'GOOD-BYS'

NEW YORK, April 19.—Mrs. Turrell Cavendish, daughter of Henry Siegel, and one of the survivors of the Titanic disaster, told the following story of her experience:

"I was with my husband in the stateroom when the accident happened. He awakened me—I remember it was just midnight—and told me something was the matter with the boat. I dressed quickly, putting on a fur coat, and we went to the deck.

"It was a beautiful night. The stars were shining and the sky was clear. There was absolute quiet and good order everywhere at this time. We were assured that there was no danger—that the boat could not sink.

"For twenty minutes, I should say, there was no intimation of danger. Then suddenly the cry went up: 'Save your lives.' It rings in my ears yet.

Husband Put Her in Boat.

"There were many lifeboats then preparing to dip down and I ran with my husband for one of them. He had some biscuits in his pocket and he gave to me. Then he kissed me and put me into a boat, in which were twenty-three women. He told me to go and that he would stay on the ship with the other men. They were happy to see their wives lowered away in the boats. They kept telling us they would be all right because the boat could not sink.

"We were lowered into the water without any light. There were two sailors and twenty-three women. Only one man tried to get into the boat. He was pushed back by a sailor. There was no confusion, and everyone seemed sure that the boat would not sink. Most of the women in the boat I was in were in their bare feet, and many of them had only light garments about them. But they did not complain.

"We rowed away from the bont. I can still see those husbands kissing their wives and telling them good-by. I can see the sailors standing by so calm and brave. The sight of those good men, who gave their lives for others, will always be with me. No words can tell the story of their sacrifice.

"It was a wonderfully clear night. As we rowed away I could still see the men aboard the Titanic very plainly. They helped other women into the boats until all the boats were full and had pulled away. For a long time none of us women spoke. Many were choked with tears and all seemed dumb with the suddenness of the terrible thing that had happened.

Saw Men Leap Overboard.

"An awful scream startled me. I could see the men rush across the decks of the Titanic to one end of the boat. It seemed like two explosions, one after another. The end of the boat tipped high in the air, and all the men rushed for this end. I could see some of them jump overboard. But the powerful suction drew them down after the ship.

"The hours we spent in that small boat after those heroic men went down were hours of torture. When we got on the Carpathia we were treated with the utmost consideration.

"I saw Mr. Ismay when he came on board. He was trembling from head to foot, and kept mumbling 'I'm Ismay! I'm Ismay!'

"The one thing that I have to be thankful for in this hour of grief is that I left my two-year-old baby at home. He is safe, thank God, although my husband gave his life to save others."

BOSTON GIRL SAYS PISTOL WAS DRAWN TO KEEP MEN OUT

Lena Rogers, of Boston, said:

"The appearance of the Carpathia saved many of the women in our lifeboat from death due to exposure. There were about twenty-five women in the little vessel and all suffered greatly from the cold and insufficient clothing. We left the ship in the boat in charge of Fourth Officer Louve. Our boat was crowded and Louve had to draw his revolver to keep some men from jumping into it. After we drifted out of range of the Titanic the officer transferred a number of the women to other boats that were not filled and went back for more from the ship.

"We drifted about in the ice for nearly five hours and the groans and cries of those who failed of rescue were enough to drive us mad."

BEHR, VALE ATHLETE, SAVED; TITANIC HAD AN AMPLE WARNING

NEW HAVEN, Ct., April 19.—There was rejoicing among friends of Karl H. Behr, the well-known athlete at Yale, today over his safe arrival on the Carpathia. In an interview with the Yale News, Behr stated that the Titanic was frequently warned on the day of the disaster of the danger of icebergs, but the confidence of the big ship precluded any apprehension. He says the Titanic appeared to strike head on, and he understood that over 200 sailors in the bow were instantly killed.

PASS RESOLUTIONS OF SYMPATHY UPON LINER MAURETANIA

NEW YORK, April 19.—A suicide at sea was reported by the Cunard liner Mauretania when she arrived here today. The victim was Stoughton Walker of New York, who jumped overboard Sunday night. The steamer was stopped, but no trace could be found of the body. The passengers held a mass meeting, presided over by Archdeacon Madden of Liverpool, and adopted resolutions of sympathy for the relatives of the Titanic victims.

BRIDE TELLS HOW MARVIN FOUGHT MEN TO PLACE HER IN BOAT

NEW YORK, April 19.—Mrs. D. W. Marvin of No. 317 Riverside Drive, who was on a honeymoon trip, was passenger when she reached the pier, as her husband was lost.

"Don't ask me too much," she said. "Tell me, have you any news from Dan? He grabbed me in his arms and knocked down men to get me in the boat. As I was put in the boat he cried: 'It's all right, little girl. You go and I'll stay a little while. I'll put on a life preserver and jump off and follow your boat.'

"As our boat started off he threw a kiss at me."

HERO OF CARPATHIA SAYS HE ONLY DID HIS DUTY AS A SEAMAN.

By CAPTAIN R. H. ROSTROM.

Captain of the Cunard steamship Carpathia, rescuer of the Titanic survivors:

I cannot yet make a connected statement. I have gone through so much since I received aboard my ship the first distress call of the Titanic that a complete narrative is impossible. I was between fifty and sixty miles away from the Titanic when the wireless sang into the ears of my operator the first call for help. The operator said that we received only one call.

The silence after the first frantic appeal for relief was ominous to me. Our Marconi sent out rays that scraped the sky in vain, but there was no response whatever to any of our inquiries. I swung the Carpathia around straight to the position the poor Titanic's first aerogram said she occupied. Our engines were put at top speed.

The silence of air so far as the Titanic was concerned made me shudder as we sped on our way to the rescue. I realized what it meant. On and on we sped. Our stokers never worked harder.

When the first faint daylight came and I knew we were still miles from the seat of the tragedy, I felt as if we should arrive too late to be of any service.

Mind Set on Rescues.

When, however, after full daylight we sighted the first lifeboat filled with women and children and eight or ten strong armed and brave hearted men of the Titanic's crew, I realized that we could at least save a few human lives. I was too busy for the next hour or so to recall now just what occurred. My mind was wholly set upon saving the lives of the people who crowded the boats.

The sea was calm. There was scarcely a ripple upon its face. Great ice floes were crunching down from the north. In the distance several icebergs shimmered like mirrors. Why the lifeboats were not crushed by the swiftly moving ice floes I could not understand. The sixteen boats seemed at first nearly all full of women.

I remember that it occurred to me that the good God had stretched out His mighty hand and had checked further murder by His elements.

We got aboard the Carpathia every human being in the sixteen lifeboats of the Titanic. Every officer and member of our crew stood by like the brave and loyal lads they are and did his full duty.

My mind is in no condition now to tell you much more of what I heard and felt during the two hours' work of the rescuers.

Four Frozen to Death.

We took aboard 705 women and children who were alive, but some of them unconscious. We also dragged to the decks of the Carpathia four members of the Titanic's crew who had been taken off to man the lifeboats and were stark dead. They had been frozen to death.

Their strong, horny fingers still clutched the oars that they had been desperately pulling. We buried these men in salted graves only yesterday from the deck of the Carpathia.

I am told that it was reported to President Taft by Captain Chanler of the scout cruiser Salem that the Carpathia had received Wednesday night wireless messages from the commander of the Salem asking in the name of the President if Major Butt, John Jacob Astor, Frank Millet, Clarence Moore and Isidore Straus were aboard his vessel.

Upon my word as a man—upon my honor as a sailor, I cannot remember receiving any such message from Captain Chanler or anybody else in the name of the President or any other person. Had such a message been referred to me I immediately would have ordered that all other business of the wireless be subtracked until the answer could have been sent to the President that none of his friends, of whom he had inquired, was aboard the Carpathia.

Not Entitled to Credit.

It is possible the Carpathia wireless operator acknowledged but refused to answer to messages even from the President received after Wednesday night, as he had then been at his spot more than seventy-two hours without rest. But he never reported such a message to me and I do not blame him.

After I reached the Cunard pier I was asked as to the truth of reports that some passengers and particularly some messengers on the Titanic were kept back from the life-boats at the point of the pistol and that two well-known men were shot. Of course, I was not there. I did not see the ship go down. But from the survivors who came aboard my ship I heard no such story.

I do not give the least credence to that report. If I had to write about it I would denounce it as an abominable lie.

The Carpathia was amply provisioned for the accommodation of the 705 persons rescued, and likewise there was abundant and comfortable sleeping room for the unexpected increase of her passenger list by bringing into requisition the big lounges in the saloons.

I thank the people who have congratulated me, but I am not entitled to any more credit than would have been due any other man of the sea, had the opportunity for service my ship rendered been afforded them.

I thank Almighty God that I was within wireless hailing distance, and that I got there in time to pick up the survivors of the wreck.

REMINDED OF VERSE FROM KIPLING WHILE LINER WAS SINKING.

NEW YORK, April 19.—Miss Jean Hippach of Chicago was reminded of a verse from Kipling.

"We put off from the ship and rowed for more than a mile away, and the men rested," she said. "The sea was calm and away off from us the Titanic's lamps still burned. Do you remember what Kipling says about the liners going by like a grand hotel? That's the way the Titanic looked as she lay there for more than hour. Then we heard the rip of exploding boilers and the Titanic went under."

THREE-YEAR-OLD BOY IS SOLE SURVIVOR OF A FAMILY OF FOUR

FRANKLIN, April 19.—The only survivor of the family of Mr. and Mrs. H. J. Allison of this place is a three-year-old boy, who was carried to New York on the Carpathia.

Mr. and Mrs. Allison and their daughter sank with the steamship. According to news received here, mother and daughter refused to enter the lifeboats until Mr. Allison could accompany them.

The father urged them to go, as he promised to come in the last boat to leave the ship. The women still refused, and the baby boy was placed in a lifeboat to make sure of his escape.

WOMAN WHO HELPED MAN LIFEBOAT SAYS MANY CHANGED BOATS

NEW YORK, April 19.—Mrs. William Bucknell of Philadelphia said to a reporter:

"I helped man a lifeboat myself. When the first boats left the ship most of the occupants thought they were being taken away simply as a precautionary measure. Some of the later boats were pretty much crowded and passengers were transferred from boat to boat in the open sea to relieve this condition."

LADY DUFF-GORDON DESCRIBES TERRIBLE SCENES OF DISASTER

"CRASH LIKE HUGE FINGER DRAWN ALONG SIDE OF BOAT."

NEW YORK, April 19.—The following story of the terrible scenes attending the sinking of the giant liner Titanic by Lady Duff Gordon, of the English nobility.

By LADY DUFF GORDON.

I was asleep. The night was perfectly clear. We had watched for some time the fields of ice. Just before I went below to retire, I noticed among the ice a number of large bergs. There was one which one of the officers pointed out to me. He said that it must be a hundred feet high and seemed to be miles long. It was away off in the distance. I went to my bedroom and retired.

I was awakened by a long, grinding sort of shock. It was not a tremendous crash, but more as though some one had drawn a giant finger all along the side of the boat. I awakened my husband, and told him I thought we had struck something.

There was no excitement that I could hear, but Sir Cosmo went up on deck. He returned and told me we had hit some ice, apparently a big berg, but that there seemed to be no danger.

We were not assured of this, however, and Sir Cosmo went up stairs again. He came back to me and said:

"You had better put your clothes on, because I heard them give orders to strip the boats."

Don Life Preservers.

We each put on a life preserver, and over mine I threw some heavy furs. I took a few trinkets, and we went up to the deck. There was no excitement at that time. The ship had listed slightly to port and was down a little at the head.

As we stood there, one of the officers came running and cried:

"The women and children are to go in the boats."

No one, apparently, thought there was any danger. We watched a number of women and children and some men going into the lifeboats.

At last, one of the officers came to me and said:

"Lady Gordon, you had better get in one of the boats."

I said to my husband, "We might as well take the boat, although I think it will only be a little pleasure excursion until morning."

The boat was the twelfth or thirteenth to be launched. It was the captain's special boat. There was still no excitement. Five stokers got in, and two Americans: A. Solomon, whose address is No. 245 Broadway, New York, and L. Stengel of Newark.

Besides these, there were two of the crew, Sir Cosmo, myself and a Miss Frank, an English girl.

There were a number of other passengers — mostly men, standing near by and they joked with us because we were going out on the ocean.

"Ship Can't Sink," Said Men Left.

"The ship can't sink," said one of them. "You'll get your death of cold out there in the ice."

But we were slung off, and the stokers began to row us away.

We rowed around among the ice for two hours. Sir Cosmo had looked at his watch when we went off. It was then exactly 12:15 a. m., and I should think fifteen minutes after the boat struck. For two hours, we cruised around. It did not seem to be very cold. There was no excitement aboard the Titanic. We were probably a thousand feet away.

We rowed around among the ice for two hours. Sir Cosmo and looked at his watch when we went off. it was then exactly 12:15 a. m., and I should think fifteen minutes after the boat struck. For two hours, we cruised around. It did not seem to be very cold. There was no excitement aboard the Titanic. We were probably a thousand feet away.

Suddenly, I clutched the sides of the life boat. I had seen the Titanic give a curious shiver. The night was clear. There was no fog and I think we were a thousand feet away. Everything could so clearly seen. There were no lights on the ship except a few lantrns which had been lighted by those on board.

Almost immediately after the boat gave this shiver, we heard several pistol shots and a great screaming arose from the decks. Then the boat's stern lifted in the air, and there was a tremendous explosion. After this the Titanic dropped back again. The awful screaming continued.

Stern Perpendicular.

Two minutes later was another great explosion. The whole forward part of the great liner dropped down under the waves. The stern rose a hundred feet almost perpendicularly. The boat stood up like an enormous black finger against the sky. Little figures hung from the point of the finger and dropped into the water. The screaming was agonizing. I never heard such a continued chorus of utter despair and agony.

After the first explosion, two minutes perhaps elapsed. Then there was another great explosion and the stern of the Titanic slowly sank, as though a great hand was pushing it gently down under the waves. As it went, the screaming of the poor souls left on board seemed to less way. For an entire hour there hd ering into a hopeless moan, until this last ly been an awful chorus of shrieks, gradually grew louder.

It took the Titanic perhaps two minutes to sink, after the last explosion. It went down slowly, without a ripple. We had heard of the danger of suction when one of these great liners sinks. There was no such thing about the sinking of the Titanic.

The amazing part of it all to me as I sat there in the boat looking at this monster being destroyed was that it all could be accomplished so quietly.

After that began the real agonies of the night. Up to that time no one in our boat, and I imagine no one in any of the other boats, had really thought that the Titanic was going to sink. For a moment an awful silence seemed to hang over everything. And then, from the water all about where the Titanic had been, arose a bedlam of shrieks and cries.

Men Shrieking in Water.

There were women and men clinging to the bits of wreckage in the icy water. It was at least an hour before the last shrieks from them died out. I remember the very last cry was that of a man who had been calling aloud:

"My God, My God."

He cried monotonously, in a dull, hopeless way that I spoke of. Then all was silent.

When the awful silence came, we waited gloomily in the boats throughout the rest of the night. The stokers rowed as hard as they could to keep themselves warm. I remember that the horror of it all was so great that we could not begin to realize it —what it all meant.

But we did realize that the icebergs that seemed to hem us in on all sides were a source of constant danger to us, and that we must avoid them. If possible. So we tried our utmost to keep at a safe distance.

And so for two hours the stokers rowed about the floes, keeping as far away as possible from the icebergs. There was a berg, possibly the one which the Titanic struck, that seemed to pursue us, and the stokers were frantic in their efforts to get past it.

Too Numbed to Cheer.

At last morning came. On one side of us was the ice floes and the big bergs, and on the other side we were horrified to see a school of tremendous whales. Then, as the mist lifted, we caught sight of the Carpathia looming up in the distance and heading straight for us.

We were too numbed by the cold and the horror of that awful night to cheer or even to utter a sound. We just gazed blankly at one another and remained speechless. Indeed there seemed to be no one among us who cared much what happened.

We were one of the first boats to be picked up by the Carpathia. After I had been helped aboard, I stood by the rail and watched the other boats as they were brought alongside and the women and children helped aboard.

Those in the other boats seemed to have suffered more than we had. We, it seemed, had been miraculously lucky. In one of the boats was a woman whose clothing was frozen to her body. The men on the Carpathia had to chop it off before she could be taken to a warm room.

Several of the stokers and sailors who had manned the boats had been frozen to death, and they lay stiff and lifeless while the women and children were lifted to the steamship.

It is untrue, I am sure, that Captain Smith committed suicide. I did not see him myself after I was put into the small boat, but others told me that when the Titanic went down Captain Smith was seen swimming about in the icy water. He picked up a baby that was floating on a mass of wreckage and swam with it to one of the small boats. He lifted the baby into the boat, but the child was dead.

Fifteen Brides Bereaved.

"The women in the boats according to the story told me, wanted the captain to get into the boat with them, but he refused, saying: "No, there is a big piece of wreckage over there that I shall swim to that. We are bound to be rescued soon."

Nothing more was seen of Captain Smith. All of this was told to me by several persons whom I do not know, and in the shock and illness that followed our rescue I made no other inquiries.

There was an absolute calm and silence on the Carpathia. There were hundreds of women who had lost their husbands and among them fifteen brides. Few of these had been married more than five or six months. No one cared to talk. The gloom was awful. I hurried myself in my cabin and did not come on deck again.

I cannot, even now, realize the extent of the awful disaster. You see, the launching of the lifeboats had been made merely as a precautionary measure. No one believed that the Titanic was in any immediate danger, and several persons who had been put into the small boats asked to be put back on the Titanic. It was cold in the small boats, and we all wondered why they did not take us back on the Titanic.

LADY DUFF-GORDON, RESCUED FROM LINER

"TITANIC SANK SLOWLY, AS THOUGH PUSHED UNDER BY GIANT HAND."

FINEST IN QUALITY
BOTTLED IN SCOTLAND.
MACKINLAY'S V. O. B.
Guaranteed 10 years old.
Per case, $13.85; per bottle, $1.38.

NERVOUS DYSPEPSIA

A Form of Stomach Trouble That Dr. Williams' Pink Pills Are Especially Adapted to Correct.

Mrs. James A. Fletcher, of No. 115 Beech avenue, Macon, Ga., says: "I recommend Dr. Williams' Pink Pills for Pale People because they restored me to health after suffering five long months with nervous indigestion. While in St. Louis in 1903 I became a nervous wreck caused by what the doctors there called nervous indigestion. I had a peculiar pain in the top of my head that never left me for a single hour and at times I was almost distracted by the pain. My heart would palpitate so that I would sit up in bed for hours with my hand on it. It seemed some nights that I could not live until morning. I suffered from choking sensations and at times it interfered with my speech. The pain between my shoulders and in my side was intense. I could not digest anything I ate and lived for months on milk, lime water and eggs, and after eating even these I would be in misery and it seemed that I could belch gas for an hour at a time. After taking everything I ever heard of and being treated by a good doctor without relief, I decided to consult a specialist in St. Louis. It seemed that I got worse instead of better after following his directions for two months. I was almost prostrated for want of food as he said starving myself was my only chance. I had commenced to despair, when one morning while waiting for my husband to eat his breakfast and envying him every mouthful, I noticed a testimonial of a cure by Dr. Williams' Pink Pills in the paper. I read every word of it and as the case was similar to mine, I decided to try them. With the third box my digestion improved, the palpitation stopped and the pain in my head left. In a month's time I began to eat without distress, regained my weight and strength and felt like a new person. I have been a well woman ever since."

Dr. Williams' Pink Pills were originally a prescription used in the doctor's private practice and their benefit to mankind has been increased many thousand fold by their being placed on general sale with the doctor's own directions for use. They contain no opiates or other habit-forming drugs.

Dr. Williams' Pink Pills are sold by all druggists, or will be sent, postpaid, on receipt of price, 50 cents per box; six boxes $2.50, by the Dr. Williams' Medicine Company, Schenectady, N. Y.

MARRY ME, TIM

And buy the ring of the original and only Wilson store, who make Australian gold wedding rings in their own factory, from $6 to $15. Open evenings in order to save you money.

WILSON BROS., Scollay Sq.

Regular $3 Eyeglasses and Spectacles for $1.00

$3 Glasses for $1 | $10 Glasses for $5
$5 Glasses for $2 | $15 Glasses for $8

but bring this notice. We cut other people's prices in half and do it honestly. Our glasses fit the face, look stylish, and will wear perfectly. Satisfaction guaranteed or money refunded. Don't delay, bring in your broken lens.

"Milkman" 8-Day Alarm

Most Marvellous Alarm Clock Ever Seen $3.00

Alternating Alarm Clock. Rings Every 20 Sec. for 15 Min. $1.00

WINDS ONLY ONCE A WEEK

ACTUALLY PULLS YOU OUT OF BED

The united Watch Receives Alarm Clock, 50c.

WILSON BROTHERS, SCOLLAY SQ.

WHERE TO DINE

THE GROTTO
ITALIAN RESTAURANT.
Hanover at Cross Section.

BOSLAM Quickest for cure of ECZEMA and EVERY SKIN TROUBLE. Use MORNING OVER NIGHT. All drug stores; 50 cents and $1. Try Free Sample write Emergency Laboratories, 32 West 25th st., New York City.

To reach Wolf's, "My Clothier," corner Hanover and Portland streets, by the Washington street tunnel, passengers going south should leave at Friend st., exit—those going north at Union st.

R. H. WHITE CO.

HAVE YOU SEEN OUR

New Candy Department

Several thousand dollars will be spent in Boston on Saturday in the purchase of candy.

NO ONE DOES or CAN SELL Better Candy

Why not come in Saturday and buy your candy of us? You will save on the price, and help us to surprise our new manager—to make good our ambition to sell $1,000 in candy on this Saturday.

Come in and Help Us Give a Surprise to Our New Candy Manager

You will get the BEST and please US.

Our Soda Fountains are now under the same experienced manager, who intends, by giving *the very best quality* and liberal service to double the soda business. *TRY OUR SODA FOUNTAIN.*

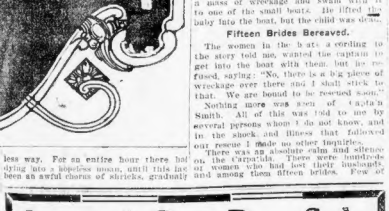
SPECIAL for SATURDAY

Chocolate Roman Nougat SATURDAY 33c Lb.

Just 500 pounds of the most delicious chewy nougat with plenty of fruit and the right flavor, covered with pure rich chocolate. Good 50c value

White's New Candy Store North Annex, Main Floor

Special One-Day Sale Suits and Hats—Saturday Only



$15 Suits $9.75 | $20 Suits $13.75

No. 1	No. 2	No. 3	No. 4	No. 5
This $20 Suit $13.75	This $15 Suit $9.75	This $20 Suit $13.75	This $15 Suit $9.75	This $20 Suit $13.75
This style and several other new models in blue serges and fancy mixtures. Every one worth $20.00. Sale Price $13.75	Stunning serge suit with piece of striped tweed collar, sleeves in gray and mixed effects; sizes 15 styles. Worth $15.00. Sale Price $9.75	Elegant quality all-wool fancy cheviot, in gray and tan, silk cord trimmed; 15 styles to choose from. Worth $20 value in Boston. Sale Price $13.75	The newest model in the popular Norfolk style, serge or fancy mixtures. $15.00 value. Sale Price $9.75	French serge, fancy mixed cloths, 12 different models. Each a $20.00 value. Sale Price $13.75

And All Alterations Free | And All Alterations Free

THIS $10.00 HAT $5.98

Stylish and new, of Matin braid, trimmed with flowers and velvet; also 20 other styles, all $5.98.

THIS $5.00 HAT $2.95

Milan straw braid with French edge, in stylish tailored effects; 15 styles to choose from. $2.95.

$2.00 Knox Straw Sailors and Derbys 95c

THIS $7.50 HAT $4.98

Finest braid and plumes in all the newest colors, large and small shapes; worth $7.50, for $4.98.

THIS $2 GIRLS' HAT 98c

One of 100 pretty styles, some with ribbon, fruit or flowers; worth up to $2.00, for 98c.

Special, Untrimmed Shapes & Trimmings, Lowest Prices

Mail Orders Filled On Every Item

Vorenberg's

Washington, Hanover and Elm Streets

"THE BUSIEST CORNER ON BOSTON'S BUSIEST STREET"

JAMES A. HOUSTON COMPANY

P. H. MAGRANE, President | P. B. MAGRANE, Treasurer

Tomorrow Will Be One of the Biggest Days of the Spring Season in Our New Juvenile Departments

PARTLY BECAUSE of the extra demands that would come anyway to these sections on the Saturday after a holiday.

PARTLY BECAUSE of the increasing reputation these departments have for best assortments and newest ideas; but

MOSTLY BECAUSE of the many extraordinary lots that will be specially priced for tomorrow.

UNDERPRICE SALE OF

Children's Colored Wash Dresses

Four items that will make purchases by the half dozen and dozen the popular idea.

Girls' $1.00 Dresses, in assorted plaids, checks and stripes, in large assortment of patterns and colorings. Dutch or high neck, embroidery trimmed. Sizes 6 to 14 ..... 69c

Girls' $1.75 Dresses, all descriptions are included in this lot; percale, ginghams, lawns, smart models with pleated or gored skirts, high or Dutch neck, embroidery or piqué trimmed. Sizes 6 to 14 years. 1.25

Girls' $2.50 Dresses, dainty pink, blue and brown checked gingham, also dark stripes. Dresses that are practical, yet pretty, in large variety of models; insertion trimmings, soutache embroideries, Dutch or square necks, pearl buttons, etc., etc. Sizes 6 to 14 years. 1.95

Girls' $1.50 Dresses, a host of attractive models in gingham and percale. All the smart patterns and colorings in plaids, checks and dots. Models neatly trimmed with braids or insertions of fine embroidery. Sizes 6 to 14 ..... 98c

The Early Completeness and Superior Values of Our

Children's White Dresses

For Confirmation, Graduation, First Communion and Summer Dress, is well indicated by these few descriptions of dresses that, so far as we know, are NOT EQUALLED AT THESE POPULAR PRICES.

At 2.25 Girls' New White Muslin Dresses, daintily trimmed with fine embroidery, square collar, sleeves edged with Val. lace, three rows of one-inch tucks at bottom of skirt. Sizes 6 to 14 years 2.25

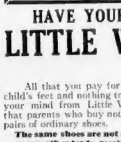
At 3.95 Girls' New White Muslin Dresses, dutch collar with insertions of embroidery on waist, heading and ribbon, skirt to match waist. Sizes 6 to 14 years 3.95

At 5.00 Girls' New White Muslin Dresses, waist of embroidery and val. lace insertions, double flounce skirts of deep embroidery. Sizes 6 to 14 years 5.00

At 5.95 Girls' New White Muslin Dresses, eyelet insertion, full skirt with ten tucks, insertion and embroidery flounce. Sizes 6 to 14 years 5.95

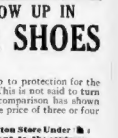
Children's Straw Hats

New shapes by the hundred, and just as many smart little ideas of trimming, at exactly the price you want to pay.



One of many new styles specially priced at 1.95

The rolled brim style illustrated is of mixed straw, trimmed with velvet or satin ribbon.



One of many new styles specially priced at 1.25

The poke style illustrated is of rough braid, trimmed with plaid ribbon.

IN ADDITION THERE ARE:

Dressy Hats in Two-Toned Braids, trimmed with new shades of satin and fine flowers.... 3.95

Dressy Trimmed Hats, in fancy braids with chiffon facings in becoming styles and popular shades.... 2.95

Smart Little Hats, for school or dress wear, plain or fancy braid trimmed, with stickups and flowers. 2.45

DON'T PAY 19c or 25c for Children's Stockings Without the Wonderwear Guarantee

You Can Get it Nowhere but Here. It Reads:

"You will do us a favor by taking a new pair if these do not fully satisfy. Your word is enough."

HAVE YOUR CHILDREN GROW UP IN

LITTLE WONDER SHOES

EVN-TRED

All that you pay for them should be charged up to protection for the child's feet and nothing to expense of shoe leather. This is not said to turn your mind from Little Wonder prices, for actual comparison has shown that parents who buy nothing else save every year the price of three or four pairs of ordinary shoes.

The same shoes are not sold in this or any other Boston Store Under the name or any other trade mark, regardless of any statement to the contrary.

Their perfect conformity to the lines and muscles of the foot is as much an aid to durability as is the perfect stock of which they are made.

New styles in black and tan, high and low cut. Infants' first sizes to Misses' and Youths' sizes.

According to Size 50c to 3.50 According to Style

Just a step from Washington Street into either of our Shoe Departments on Street Floor.

MRS. FUTRELLE'S VIVID STORY OF HOW HUSBAND AND WIFE PARTED

"I CAN CRY NOW THAT I KNOW THE TERRIBLE TRUTH," SAYS AUTHOR'S WIFE.

NEW YORK, April 19.—Mrs. Jacques Futrelle, wife of the lost Boston novelist, herself a writer of note, say dry-eyed in the saloon of the Carpathia telling her friends that she had given up hope for her husband when the liner docked. She joined with the rest in inquiries as to the chances of rescue by another ship, and no one told her what soon came to be the fixed opinion of the men—that all those saved, were on the Carpathia.

"I feel better," Mrs. Futrelle said hours afterward, "for I can cry now that I know the terrible truth."

At 4 p. m., Monday the service for the dead was read by Father Roger Anderson of the Episcopal Order of the Holy Cross over the bodies of three seamen and one man, said to have been a cabin passenger, who were dead from exposure when received on the Carpathia. Some of the Titanic's passengers turned away from the rail as the first of the weighted forms feel into the water.

"When the Titanic hit the iceberg there was the most appalling excitement," said Mrs. Futrelle, "and who, after they have passed through such an experience could blame those poor people for the panic that overwhelmed some of them.

"I do not doubt that my husband is dead, but even that knowledge cannot make me suffer more. There could be nothing worse than the mental anguish through which I have passed since we were rescued.

"Jacques is dead, but he died like a hero. That I know. Three or four times after the crash, I rushed up to him and clasped him in my arms and begged him to get into one of the lifeboats.

"'For God's sake, go!' he fairly screamed at me as he tried to push me away, and I could se how he suffered.

"'It's your last chance. Go! Then one of the ship's officers forced me into a lifeboat, and I gave up all hope that he could be saved."

Mrs. Futrelle could say nothing more about her experiences on the Titanic or while floating helplessly about in one of the life boats anxiously awaiting the arrival of some ship. Friends and relatives who had met her, at the pier, would permit no further questions to be asked her.

Those who met Mrs. Futrelle were her sister and brother-in-law, Mr. and Mrs. Charles H. Copeland of Boston, her brother, Jack Peel, and her daughter, Miss Virginia Futrelle, who is a pupil at the Notre Dame convent at Baltimore. It had been expected that Miss Futrelle, who is but fourteen years old, would remain at the convent until she was summoned by her mother, and her presence in this city first became known to her aunt and uncle, Mr. and Mrs. Copeland, after they had arrived here from Boston yesterday afternoon. Mr. Copeland found it out when he sought passes for the party to the pier and was informed that four had been issued to the name of Miss Futrelle.

"Brave for Mother's Sake."

Miss Futrelle would not believe that her father had gone to his death when the Titanic foundered, and in fact it was half an hour after she joined her mother at the Hotel Belmont last night that she was assured of the fact.

"You must be brave," one of those in the party told her, and the girl replied, "Yes, I must bear up for mother's sake." Then she went to her mother and clasping her in her arms, tried to comfort her.

When Mrs. Copeland learned that Mr. Futrelle had not been saved she broke down and wept. It was said last night that she was prostrated by the news. Mrs. Futrelle said that she would remain at the Belmont for the night and possibly today to obtain rest, for she was completely worn out. She will then go to her home in Scituate, Mass.

Young "Jack" Futrelle, who is about fourteen years old, is with his grandmother in Atlanta, Ga., and Mr. Copeland had hoped to ease his grief in the belief that both children would be absent when the tragic debarkation of their mother was enacted. But here a new predicament arose. Little Miss Virginia, and she is not so little since she inherited somewhat the physical proportions of her talented father, a stalwart man whose 250 pounds were in perfect proportion to his splendid height, had taken it upon herself to obtain absence from the convent and come to New York, consigning herself to the care of friends.

Kimballs Both Saved.

It was a new unfortaking to cause Miss Virginia. Not until after 9 o'clock last evening did he ascertain her whereabouts. She is with friends in West Nineteenth street. She explained over the 'phone to Mr. Copeland that the Sisters in the convent had listened to her pleas and allowed her to leave for New York after assurance that she would be met here.

Mr. and Mrs. Kimball of Boston came together and were greeted by loving friends. Theirs was almost the only glad story upon the ship of sorrow. Mrs. Kimball had been torn from her husband and placed in a lifeboat which left the ship early. Men in the lifeboats gave us their garments to protect us," she said. Her aunt, Mrs. Andrews, said:

"In the first boat many husbands got away with their wives. The reason for this was that at that time they were not enough women on the deck to fill the boats. The officers knew the desparate need of the situation and the urgency of getting the boats off quickly, so they filled the boats with those on the deck and got them away.

"Of the husbands who remained behind after putting their wives in the lifeboats only three were united.

"We were a mile away from the Titanic when there was a great explosion. It appeared to me as if the boilers had blown up and the Titanic had been lifted up amidships and broken in half. This is the way it appeared to me.

"The boat ahead of us picked up seventeen persons from the water. The cold was so severe that two of them died. One of these was a woman. A man who was picked up out of the water went mad.

Miss Longley's Story.

Miss Gretchen Longley, daughter of ex-Judge Longley of Hudson, N. Y., and a recent graduate of the Quincy Mansion School at Wollaston, Mass., told this story:

"I was in my stateroom when the Titanic struck the iceberg. After the shock I went out into the corridor twice. Each time things were so quiet that I thought there was no reason for alarm. My aunt, Mrs. Corinne Andrews, however, was nervous. She insisted that something had happened. As a result of her persistence that things were wrong we went up on the deck.

"When we got above we found a number of people gathering and heard the order to lower the boats given. Before we left another iceberg came along and scraped the sides, forcing ice through the portholes. We left the ship in the second boat with Mrs. J. G. Hopkinson.

"I think that there were people on board the ship when she sunk who died without knowing that she had struck and who did not realize anything was wrong until the water rushed into their staterooms. The men behaved splendidly. We were undressed in the bitter cold."

Parting of the Newells.

Among the earliest of the first cabin passengers to step down the gangway from the Carpathia were Miss Marjory Newell and Miss Madeline Newell of Lexington, Mass., daughters of President A. W. Newell of the Fourth National Bank of Boston.

They were met by Mrs. Newell and George D. Milne, the latter being connected with the telephone office in this city. The young women had saved scarcely enough clothing from the wreck of the Titanic to last them until they reached port, and looked pictures of woe from the hardships and trials they had encountered in the open boat prior to being rescued by the crew of the Carpathia.

They told Mr. Milne a detailed story of their heartbreaking parting with the head of the family, when the women and children were ordered to the lifeboats. And the sturdy manner in which he acted in the face of almost certain death. He admonished the women to be brave and hope for the best. It was the last they saw of Mr. Newell.

When approached in regard to a detailed statement from the young women about the dreadful scenes on board after the Titanic had struck the iceberg, Mr. Milne said:

Search for Milton Long.

"I cannot allow anybody to talk to these heartbroken women who are so physically exhausted at the present time. I am to take them either to my home or the Hotel Manhattan, but in either case I cannot allow them to endanger their health or further add to their physical sufferings by submitting them to a series of questions relating to such a sad and shocking tragedy.

"You can see for yourself that they are in a wretched condition and for that reason you will have to excuse them."

Hunting here and there among the first cabin passengers who were rescued from the Titanic, was James D. Gill, formerly collector of internal revenue at Boston, who came here Wednesday in the interest of his nephew, Milton Clyde Long, thirty years of age, the son of Judge Charles L. Long of Springfield, Mass.

Mr. Gill had heard no tidings of his nephew, whose family had given him up for dead, and his inquiries among the first cabin passengers failed to elicit any definite information as to his whereabouts after the ship struck the iceberg.

Mr. Gill followed a well defined plan to interview as many persons as he was able to in the limited time at his disposal, in the hope of finding some person who had formed his acquaintance on the trip or who had a stateroom near the young man, but in the great confusion following the accident everybody lost sight of friends.

Mr. Gill was in touch with Judge Long before coming over and tried to represent the family in the last sad chapter of the young man's life. He said he would make still another effort and try to get back to Boston as soon as possible to board the California, which may have passed through the zone in which the disaster occurred and picked up some of the bodies.

G. Tracy Eustis of Boston, was one of the earliest arrivals at the Cunard dock, to meet his sisters, Miss Elizabeth M. Eustis and Mrs. Stephenson, who had been rescued from the Titanic. Both women were very nervous and badly broken in health and spirits as a result of their great sufferings from exposure in the open boats.

Mrs. J. M. Brown of Acton, Mass., escaped death on the sinking Titanic by just 15 minutes, as she left the foundering steamship on the last boat to be pulled away from the mammoth liner, and it was this last boat which picked up young J. B. Thayer, after he had leaped from the deck of the Titanic. When Mrs. Brown left the steamship the giant had settled very deeply in the water.

Perfectly Clear Night.

"We had been having a very pleasant passage up to the time of the accident," said Mrs. Brown. "That night the weather was perfectly clear; there was no fog and we had a brilliant starlit sky.

"There was no very great shock as the Titanic struck the berg. One might imagine the shock that would send such a ship to the bottom would be terrific, but it was not so.

"Of course, there was much excitement among the passengers, but not the least semblance of a panic. As fast as possible the boats were made ready, and the male passengers assisted in placing the women and children in them.

"It was just 12 o'clock at night when Colonel Astor ordered me to put on a life preserver and to get into a boat—the nearest boat' were his exact words. But there was only one left, and I got off the Titanic in that last boat.

"My two sisters had been taken off in an earlier boat. It may seem strange to many that the women left their husbands on the doomed steamship, but I think they were all thoroughly deserved by the magnificent coolness of the men.

"The wonderful courage and quiet demeanor of the men is something I shall

Continued on Page 8, Column 1.

MRS. JACQUES FUTRELLE, WIDOW OF BOSTON AUTHOR.

Liggett's

TEMPTING
CANDY
SPECIALS

Are the Talk of Boston

Our policy of selling pure, wholesome "sweets" at special low prices is delighting thousands.

Visit us tomorrow and try a pound of any of these special offerings.

Delicious 50c Chocolate Covered
CREAM and WALNUT STUFFED DATES
Tomorrow, a Pound..... 29c

RASPBERRY NUGATINES
Jumbo size.
Dipped in heavy chocolate
40c Quality, Special, a pound..... 29c

Reg. 60c Quality
JORDAN-ALMONDS
Five flavors
Special Price, a Pound..... 39c

All Popular 5c
CHEWING GUMS
Liggett's 3 Pkgs. Cut Price, 3 for..... 10c

Pure, Delicious
MAPLE SUGAR
Made from the pure Vermont Maple sap.
1 lb. 25c Cake 13c ½ lb. Cake

TREAT THE FOLKS
To a box of
BARR'S SATURDAY CANDY
A selected mixture of 40c values chocolates which we sell each week-end at
29c The Pound Box

Something New
MAPLE NUT PUFFS
Very delicious. Come in and try a free sample.
25c and 45c Per Box

Liggett's DRUG STORES
474 Washington St. and 139 Summer St.
Also at Corner of Tremont and Winter Sts. and 29 State St.

Vorenberg's Clothes Always the Best

It's very easy for us to sell clothes: because the value shows in them; anybody can see it; and if any man finds, when he wears our clothes, that his eyes deceived him—that the value he saw isn't there—we're always ready to make good; money back or whatever else is necessary.

The value shows exceptionally in these Vorenberg Suits at

$18 value for $12.50

We know beyond a doubt that there are no other such $12.50 values in this city. You won't find them except here. Every model, all the best colors and beautiful weaves. Every one an $18 value for $12.50.

12.50

Granite Gray Suits

Such a run as we are having on gray suits. Plain and fancy weaves; every shade, too. English or regular models, hand made, at..... $15

Blueberry Blue Suits

This new shade is a perfect blending of gray and blue. Like the fresh picked berry and as handsome as high grade tailoring can make them..... $18

Furnishings

35c Silk Lisle Half Hose..... 19c
Twelve new shadings, high spliced heel, double sole and toe.
3 pairs for 50c

50c Balbriggan Shirts and Drawers..... 39c
Genuine Lawrence Mills Brand; Long and short sleeves, stout and regular sizes.

1.50 Emery Shirts 1.00
Advertised everywhere at 1.50; new colors; styles, coat shirt; attached cuffs.

50c Silk Web Suspenders..... 21c
Every pair fresh and new; guaranteed against imperfections; worth 50c.

School Boys' Suit Sale

A day off for the boys and mother in our great boys' dept. will show the biggest savings in Boston at tomorrow's sale.

$5.00 Knickerbocker Suits (ages 8 to 17 years) 3.98
Here's a value you shouldn't miss. Your choice of all-wool Blue Serges or fancy gray and tan mixed fabrics. Best workmanship and every suit guaranteed a $5.00 value.

$6.50 Russian and Sailor Suits (ages 3 to 10 years) 4.98
Such high-grade serges as in these suits retail only in suits at $6.50 and up. Sailor or military collar, with fancy silk embroidery, $4.98.

$3 Boys' Covert Cloth Reefers (ages 3 to 10 years) 1.98
No other coat quite so serviceable or stylish. Light, dressy tan, also fancy gray cassimere; well made, box back, worth $3.00, for $1.98.

$1.25 Dress Gloves 79c

Boston's Big Clothing Store
Vorenberg's
Washington, Hanover, and Elm Sts.

$2 Men's Cloth Hats $1.15

Important to Legal Stamp Collectors:
Beginning Monday, April 22d, we will give Single Legal Stamps with every 10c purchase except Tuesday—and Double Legal Stamps All Day Tuesday of each week.

Legal Stamps Have a Cash Value

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EVERY Boy likes a suit that looks good on him, but the parent wants to be assured of the durability of this good-looking suit. Gilchrist's Bonnie Laddie Suits are made to fit perfectly; the materials are absolutely all-wool and the quality and care of workmanship is such that they just have to give perfect satisfaction. Double-breasted style. In ages 8 to 18 years; Norfolk style, ages 6 to 15 years. Of light and dark cassimeres, cheviots, worsteds and blue serges. The price should be $6.50 instead of..... 4.95

BRAINS have been utilized in the designing of the smart styles we are showing in Girls' and Children's Spring Apparel. We carry only the brainiest creations, that combine practical quality with beautiful lines at prices decidedly reasonable.

Girls' Coats—Of navy blue serge, lined throughout, the new, two-button effect, large rolling collar of check and mohair silk, trimmed to match, sizes 6 to 14 years. Worth $7.50. At..... 5.00

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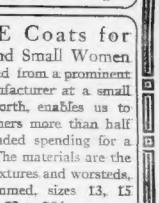

SAMPLE Coats for Misses and Small Women which we secured from a prominent New York manufacturer at a small part of their worth, enables us to save our customers more than half that they intended spending for a Spring Coat. The materials are the finest serges, mixtures and worsteds, beautifully trimmed, sizes 13, 15 and 17 years or 32 to 36 bust.

$22.50 Coats, Saturday at... 10.00

THISTLE Shoes for Boys
The Popular 1912 Models

Mannish styles, either shoes or Oxford ties. The exact counterpart in materials, quality and styles of Men's $4.00 and $4.50 makes, patent, gun metal or tan calf leathers.

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Little Boys' sizes, 10 to 13½. Priced at..... 2.25
In widths B to E.

LUCK played an important part in this purchase of white waists. A manufacturer had more of these waists than he could use at regular prices, so he sold 15 dozen to us at a saving of one-third. Made of fine quality batiste, button back, ¾ sleeves, high neck models, with fine Hamburg insertion and Val. laces, sizes 34 to 44. Regular price $1.50. At..... 98c

Peter Pan Waists of soisette, in white and tan, roll collar, turn back cuff, pocket on sleeve. At..... 98c

THIS lot of Misses' Spring Suits have not been unpacked 'twenty-four hours. They're made in several models and each one has a most appealing look of individuality. The materials are all wool serges and homespuns, coat shows a long flat roll collar, collar and revers overlaid with two-tone Ottoman silk, two-piece skirts with high waist line, colors of gray, navy and tan, all sizes for misses.

The quality of Materials, Workmanship and Finish suggests the price should be $15.00 instead of..... $10.00

THESE Dutch Collar and Cuff Sets are made of Venise Lace in five styles, beautiful lace patterns of baby Irish, cluny and Tennerif effects. They are really worth $1.25 per set. Special at..... 75c

JOSE MARDONES DESCRIBES RESCUE SCENES

BOSTON OPERA SINGER GAVE UP CARPATHIA CABIN TO MRS. ASTOR.

By F. J. M'ISAAC.

NEW YORK, April 19.—Jose Mardones, the singer of the Boston Opera Company, who was a passenger on the Carpathia, gives a vivid description of the scenes on the Cunarder after the Titanic's survivors were taken aboard from the lifeboats. It was the opera star who gave up his stateroom in the rear cabin to Mrs. John Jacob Astor, whose husband perished with the White Star liner.

I talked with Mardones immediately after he landed from the Carpathia, and some of the details of what happened on the Carpathia were harrowing. Others were thrilling in the recital and some aroused admiration for the display of the best traits in human nature by the men and women passengers on the Carpathia, in sacrificing their own comfort and stinting themselves to help the unfortunates.

In telling of Mrs. Astor particularly the Boston singer declared her condition was most pitiable. Scantily clad, like most of the rescued women, she was taken aboard the Carpathia, grief stricken and suffering from the shock and exposure to the cold.

Mrs. Astor Heartbroken.

Mrs. Astor seemed heartbroken, Mardones declared. "She lost everything she possessed, all her jewels, and what was more precious to her than all, I doubt not even than life itself, her husband. No one who caught glimpses of her pictured sorrow will ever forget the outbreak of a love that seemed deeper than words could tell.

"But her case was not an exception. Rather it was the rule. Her condition of grief was that of every woman taken aboard from the lifeboats. They were all pitiable cases, such as rends the heart to remember and such as no man with a heart can bear to relate at any length.

"I gave up my stateroom to Mrs. Astor. What of it? Scores of other men gave up their rooms and berths to the women and children, and some to the male survivors. My act is small in comparison to the big-heartedness displayed by these passengers who sailed from New York a week ago on the Carpathia. Such self-sacrifice I had never seen before, and to see it meant that one got the best impression of the good that lies in the human breast.

Men Slept on Deck.

"These men who gave up their cabin accommodations to the survivors of the disaster, slept out on the deck. We decided to do that, so that ample room could be enjoyed by every one of the persons rescued. The passengers became nurses, hosts and hostesses, willing workers, anxious to lend a hand, there and everywhere. Not a soul on the ship left undone a thing they could do to relieve those of the memory of incidents that surely the survivors will never forget.

"The part of the ship that was converted into a hospital to care for the sick and injured was substituted just like a land hospital from the moment the survivors were rescued to the time they were carried from the ship at the pier. There were pitiful instances where the women apparently became crazed with grief. I do not feel that I should mention names. I learned. We heard accounts of a few of the awful incidents of the catastrophe.

"These came to us mostly from the men survivors, for who would have the heart to question woman or child, or man either, for that matter, who had gone through this terrible experience? It was not in us to be inquisitive. What we heard was told us unasked. The passengers contented themselves with doing what they could to relieve as they could the distress of the rescued ones.

"Sleeping out in the open air on the deck became a joy, as every man of us realized the necessity of the emergency. Bedclothing was lacking, but this was no discomfort, I think. Every man there would have willingly given up everything if he knew that the surrender would have benefited much or little the poor unfortunates the Carpathia had saved.

Hundred in Hospital.

"There must have been a hundred and probably more in the hospital. Some were injured, doubtless in escaping. Not that these noble women were frantic to escape. I do not say that. I do not believe it. The accounts we got were far otherwise. There were numbers of women whose cabins were given who refused to leave loved ones on the ship, saying they preferred to stay and die, if necessary, rather than desert husband, or father, or brother.

"Really, my heart fills when I think of all the awful details of the night of horror for those hundreds on the Titanic. The disaster is so stupendous neither you, nor your paper, nor the world has realized it. It will take days, mayhap weeks, to bring that about. One can only see dimly in the mind's eye some of the incidents of that fateful night. What we have heard are but a few of the events that crowded into the few moments the passengers had to get away from the doomed ship.

"Two men, they told us, had been shot as they made a wild and mad scramble to get into the lifeboats when the officers were taking off the women. Many of these women had to be forced into the boats. Pierce had to be used to keep some of the men back. This is what might have been expected, but it is the saddest feature, nevertheless. You could not expect to have every man brave in a thousand.

Women Almost Insane.

"There were reports that others were shot. Those who talked to us could not tell the exact number; few, I found, could yet give a coherent narrative of all that they experienced. I feel some never will get over it. Among this number I place several women who remained hysterical, almost insane from grief, throughout the trip to New York. The last I saw of them was when they were led off from the dock into taxis by relatives or friends, perhaps to be treated by physicians and certainly to be tenderly cared for at home.

"The fact that we had so many aboard, and perhaps some dying for all we could tell, placed a hush over the whole ship. It was not unlike the stillness that prevails in a hospital, even in a house where death has entered. For we all felt stunned, our deepest sympathies were touched, and passengers suffered keen anguish from thinking of the woe and trials of the survivors.

"It was a ship of horror, the Carpathia. I do not say this in disparagement of the ship's company or officers. They did all they could. None could have done more. But it was horrible, horrible. Now you could hear the moans of a heart-broken woman; perhaps a mother who had lost a son. Many lost their husbands; families were broken up in the excitement of early Monday morning; loved ones were parted, never to see each other again. We could hear the shrieks of some of the women, weeping and sobbing day and night.

Women Kept up Hope

"Our hearts went out to them all. Hardly a survivor but could tell a story of forced parting from some member of his family. It was perhaps for the best that some of the women did not know that those left on the sinking Titanic went down to death with the steamship. Some were anxious, but kept up a hope that their kin might have been saved by some other ship. They will not know the full truth perhaps for some time.

"What clothing could be scraped together was used on this return trip to New York. Hardly a passenger among us but gave up his or her best to the survivors. Hardly a man had a complete suit to his name when we docked. He gave his trousers to this survivor, his vest to another and his coat to a third. This is no exaggeration. No one can ever imagine the privations and horrors of the shades of the Titanic and the matter of clothing was but one of the minor and least important features of the greatest tragedy that has occurred.

"The women passengers cheerfully gave up silks and satins. What mattered, or who cared, if a waist looked soiled because of being worn day after day? All the women had to do is, and each was striving apparently to outdo the other in the noblest sort of sacrifices of self.

Noble Sacrifices by Women.

"You have heard of a monument they are planning to the women who sacrificed so much during one own Civil War. That is the way I feel about these women of the Carpathia. But their monument may never be carved out in cold marble. This, however, is true: their monument will be set in the hearts of the men who witnessed their noble work on this trip.

"I shall never forget baby Alice Allison, six months old little cherub who endeared herself to every passenger on the ship. Poor little unfortunate, she will never know until she grows up what this disaster meant to her.

"Alice was the child of Mr. and Mrs. H. J. Allison, who occupied a suite with their nurse and the infant. When it came to the moment of parting, so we were told by survivors, Mrs. Allison refused to leave her husband. She said she would stay with him and die with him if death was to be his fate. It was another case of Ruth and Naomi. I doubt not there were many such cases on the Titanic, some that we shall never know about. So baby Alice was tender over to one of the women in a lifeboat after a hurried but tearful kiss from its parents.

"These details came from hearsay. All we knew—actually knew—was that here in our midst was this charming little girl, as cute as could be, cooing away delightfully, while mother and father and nurse lie somewhere under the chill waters. We shed tears in looking at the baby for she was a living chapter in the grim story of the wreck. There wasn't a man or a woman on the Carpathia's sailing list that didn't warm up to baby Alice and wouldn't have adopted her if they could have done so. She became the pet of the ship.

"I don't know how in the world those children who were saved ever got clothed. But clothing they got. I suspected some of the women must have done some emergency sewing, cutting up adult suits to fit the tiny figures.

"There were four of the children who were taken ill with the measles after the rescue. Like the rest of the sick they were given the best attention, and of course, were looked after by the women passengers.

"The worst sufferers of all were those whose minds, though by no means clear, brooded over the disaster. Their affliction was mental and not bodily, but all the keener and more poignant for being of the mind alone. You could see these silent sufferers all over the ship.

"How it would wring one's heart to see them, such a pitiable picture. Each was an epitome of the disaster and its attendant horrors. Was there any wonder then that the hearts of the passengers went out to them? The thought could not but come that here indeed were the profoundest sufferers.

"One of the sad incidents of our trip was the burial at sea of bodies of victims of the wreck. It was perhaps the ordinary burial at sea, but to all of us it meant something deeper. To the survivors, those who knew of it, it brought afresh to their minds the awfulness of the sinking of the Titanic. The male survivors, all of them, realized that hundreds had gone to watery graves; the women fortunately were still hopeful, believing that many of those left on the ship must have been rescued by other steamers.

JOSE MARDONES.

This picture of Mardones shows him in the rôle of Mephistopheles in Gounod's opera "Faust."

WOMEN SAVED FROM L IFEBOATS STRICKEN WITH GRIEF FOR LOST.

Milady's Toilet Table

By Mme. D'MILLE

Of all home treatments for the hair, the three-in-one dry shampoo seems to be the most satisfactory by far. There is something about it totally different from any other treatment, and the hair responds so quickly. Put four ounces of powdered orris root (or a cupful of cornmeal) in a fruit jar and add the contents of a small original package of therox, shaking well together. Sprinkle a little on the head and brush thoroughly. It makes the hair wavy, glossy and lustrous.

To have a fair and lovely skin, to retain the attraction of youth, to keep the complexion clear and beautiful—the face, neck and forearms should be massaged every morning with a solution made by dissolving a small original package of mayatone in a half-pint witch hazel. Use this instead of powder. It does not rub off nor show. Mayatone reduces large pores, eradicates dark and muddy spots, and leaves the skin smooth, soft and satinlike.

Sometimes a sore may be slow in healing. In cases like this Mother's Salve is good to use, for it is antiseptic as well as healing and tends to prevent blood poisoning. It quickly heals cuts, burns, scalds, etc., and will also cure chaps, chilblains and skin eruptions. Get one at any reliable druggist's counter.

No woman need be humiliated by cold hair or fuzzy growth. They will vanish quickly if Tonsa paste is applied. Mix enough powdered Tonsa with water to cover the hairy surface; spread after two or three minutes rub off, wash the skin, and the hairs will be gone.

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BELMONT WOMAN PRAISES HEROES

Mrs. Brown Saw Musicians Playing Hymns as Sea Swallowed Up Titanic.

NEW YORK, April 19.—Mrs. John Murray Brown of Belmont, Mass., who was one of the last to leave the Titanic in safety, was perhaps the calmest survivor who could be found here today. The boat which Mrs. Brown was in was the last one to leave the Titanic and reach a point far enough away to escape being carried down by the suction when the giant vessel sank.

"I was in the last lifeboat which left the Titanic successfully," said Mrs. Brown. "There were perhaps other boats which left after we did, but they did not get far enough away to escape being hurled under the suction. There were numerous rafts which were either tipped over or carried under when the ship sank, although she did seem to settle rather slowly.

Scores Jump Into Water.

"Oh, I shall never forget to the end of my days that tragic sight as the Titanic disappeared below the waves," Mrs. Brown said.

"The musicians were standing on the top deck up to their knees in water, still playing as ordered, when the vessel took the final plunge. The musicians had gone from deck to deck as the boat was sinking.

"The men passengers kept going from one deck to another, too. Just before the Titanic plunged to the bottom of the ocean I saw scores of men jump from the deck and rigging into the water. The men let out the most blood curdling shrieks just as the vessel was going under. It was terrible. All the lights on the Titanic were burning as she sank to her grave.

"The discipline of the crew was splendid. Those poor fellows went to their deaths like heroes. There was no fighting to prevent the women and children from getting into the boats. Colonel Jacob Astor proved himself a hero. He stood there helping the officers in their work. Being an expert yachtsman, he was of great assistance.

"After his wife left in one of the lifeboats she cried out to him that she wanted to go back to the Titanic unless he came along with her.

Great Liner Goes oDwn.

"He called out to her, saying: 'When my time comes I will go; stay where you are.' Those were the parting words of Colonel Astor and his young bride.

"As the lifeboat in which I was sitting was getting away from the Titanic the sailors on the doomed vessel yelled 'Tell for your lives!'

"It was well that they did for we had gone but a few hundred yards—not more than one-eighth of a mile, when the Titanic went to the bottom.

"There were about twenty persons in our lifeboat, three of whom were members of the crew. We women helped to row the boat. We took our turns. All of us blistered our hands terribly, and as we were very thinly clad it helped keep us warm, for the weather was very cold. I had on only a nightgown, a pair of stockings and a thin wrap.

"We rowed and rowed and rowed and finally, about 5 a. m., we were picked up by the Carpathia. Our boat was the last one picked up by the Carpathia.

"We did not despair while floating among all those cakes of ice. We knew that the wireless operator on the Titanic had sent out calls for help and we felt that they would be picked up by some one.

"A great many of the people in our boat suffered from frostbite.

"It was between 12 and 12:30 a. m. when the Titanic struck the iceberg and it was between 2 and 2:30 when she sank.

"She settled very slowly from the time she was struck.

"I was asleep at the time of the impact, in the same cabin with my two sisters, Mrs. E. D. Appleton of Bay Side, Long Island, N. Y., and Mrs. Cornell, wife of Judge Robert C. Cornell of No. 901 Lexington avenue, New York, with whom I am now staying.

Awakened by Shrill Whistle.

"At the same instant the siren began to shriek. It was the shrieking which gave us the first intimation of the collision. Then as we awakened there was a frightful crunching and the Titanic seemed to be trying to climb the iceberg; she kept sliding and pushing on top the iceberg and it was this that ripped her plates open. The iceberg seemed to have scraped a part of the bottom right off.

"One of my sisters put on a fur overcoat and we all rushed out on deck. Some of the passengers went forward and picked up handfuls of ice which had fallen on deck and brought it back to show to the others. At first many of the passengers thought it was a great joke to run into an iceberg. They believed that the vessel was unsinkable.

"But in a few minutes they saw that it was no joke when the vessel began to settle. The iceberg which the Titanic struck was enormous.

Crew Stuck to Last.

"The crew went to their posts right after the smash and they stayed there like heroes until the end.

"They worked calmly and with precision, and the newspapers cannot say too much in their praise.

"The orders came to lower the lifeboats and the officers and crew assigned the women and children to their places. The boats got away as fast as possible, rowing into the darkness. The weather was clear. There was no rioting for places.

"Of course, there was considerable excitement among the passengers. One man shot several men who were trying to get into the boats. I was told it was Major Butt who did the shooting. An attempt to launch two lifeboats after the one I was in left, failed.

"There was no awful final plunge. The Titanic slid swiftly and gently to the bottom, bow first, and there was apparently no great suction, as we clearly saw some people on a raft right near the propellers as that part of the ship went into the air.

Captain Hurled Into Sea.

"The people on the raft were not drawn to the bottom by the suction.

"They were so close that we thought the propellers would hit them.

"The captain was thrown into the water from the bridge, where he stayed till the last. One of the lifeboats tried to pick him up, but the captain refused, saying that his time had come.

"One of the remarkable features of the whole thing was that, although many of the women were thinly clad and suffered intensely from the cold, there was not a single case of serious illness due to exposure after the survivors were taken aboard the Carpathia."

Mrs. Brown will go back to Boston Saturday and from Boston she will go to the home of her daughter, Mrs. George S. Keyes of Concord, Mass. Mrs. Brown's son-in-law, Mr. Keyes, together with Mrs. Brown's son, Murray, were at the pier when the Carpathia docked.

All the arrangements to get the three sisters out of the crowd were made by Judge Cornell. Mrs. Appleton went directly from the pier to her home in Bayside in an automobile, while Mrs. Brown went to Mrs. Cornell's home, where a large number of friends gathered to greet her.

Mrs. Brown is well known in Boston. She is the widow of John Murray Brown, who was a member of the Boston publishing firm of Little, Brown & Co. Mrs. Brown's home is in Belmont and she has a beautiful Summer place at Acton, where she spends much of her time. Mrs. Brown's son-in-law had a special car placed at his disposal by the officials of the New York, New Haven & Hartford Railroad, but he declined it. The party will probably go back to Boston in regular parlor car seats.

"I was in the same lifeboat with Mrs. John Jacob Astor and she acted splendidly," said Mrs. Robert C. Cornell, wife of Judge Cornell of New York. Mrs. Cornell is a sister of Mrs. John Murray Brown of Belmont, and is at her home, 901 Lexington avenue, where Mrs. Brown is staying.

"Yes, Mrs. Astor was very unselfish and sweet," said Mrs. Cornell.

"She acted finely during the time we were adrift at sea. Of course, Mrs. Astor did not row the boat like the rest of us, because of her condition.

"It was a very fortunate thing that both of my sisters and I were saved. Each one of us was in a different boat and my sister, Mrs. Brown of Boston was one of the last to go into the last boat which got safely away from the Titanic.

TITANIC SANK WITH HER BAND PLAYING

The Titanic went down with all her lights burning and her band playing "Nearer, My God to Thee." Members of the crew had to use force to separate wives from their husbands. The women were thrown into the lifeboats.—*Statement by Mrs. Jacques Futrelle, wife of the author, who perished in wreck.*

Was in the Last Lifeboat That Reached Safe Spot from Sinking Liner.

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What is more, we can prove it—if you will let us. So we repeat—for the style, for the quality, for the actual service and satisfaction these suits will give you—we say that you can not equal them anywhere else at $10.00.

They are made in the newest of single-breasted sack coat styles, from fancy gray and brown cassimeres, fancy mixed patterns and shadow striped blues.

The Suits We Sell at $12

Have five and six-button vests and three-button long roll collar coats. Narrow stripes in grays, dark mixed patterns, diagonals in the new brown, fancy mixtures.

The Suits We Sell at $18

Are of strictly all wool qualities, hand tailored. The much worn blue grays are included, as well as the soft shadings of brown, also fancy blue and gray worsteds.

Just Received: 175 **Boys' 5.50 Suits 3.97**

These are suits we know have the wearing qualities that will give the greatest amount of service possible. Handsome mixtures and plain blue serges—ages 7 to 18 years.

$1.00, $1.50 Cloth or Felt Hats..50c
$1.75 Galatea Suits (ages 3-8)..1.25
$3.00 Double-Breasted Suits....1.97
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Men's $3.00 Goodyear Welt Oxfords 2.48

Made of gun metal calf, tan calf, vici kid and patent leather, in the new medium and freak lasts. Warranted a $3.00 oxford in every way.

Special Pricing of $20.00 Suits at 14.97

Splendidly made suits of all-wool mannish and plain serges, in black and shadings of navy, gray, tan and leather. The skirts are made plain in front and back and have plaited sides to give fullness around the bottom.

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Burnt color straw hats, trimmed with white, pink or light blue satin ribbon in rosette effects around crown—at, 50a large rosette of satin ribbon on side. For sale in millinery department—2nd floor.

39c Straw Hats

Boys to 5 Years **25c**

A very good knock-about hat for the little fellows. Rough white straw, with band and bow of white or blue ribbon—street floor.

Infants' Bonnets

Marked From 69c **49c**

In different styles in China silk and longaline with trimmings of ribbon and rosettes—some are prettily embroidered, others finished with French knots.

Redeem Your Legal Stamp Books at Wolf's

MRS. ASTOR DESCRIBES LAST FAREWELL WITH HUSBAND

"YOU'RE KEEPING OTHERS WAITING," HE SAID WITH HIS FINAL EMBRACE.

Continued from Page 5.

always remember. They told the women there were only boats enough for them, for the first trip, and that no assistance was on the way. Time—the hour—would be all right for a time, as the steamship could float for a long while.

"They were all so cool about it that few of the women passengers realized the awful danger or the heroic bravery of those men.

Astor's Parting With Wife.

"Why, I was on the deck when Colonel Astor placed his bride in the Titanic's lifeboat, and I overheard him tell her not to worry; that it was best she should go in the boat and he would remain until later. He even told her the Titanic could keep afloat for the next ten hours. I think she was as much deceived by his words and the coolness of the men generally as were the rest of the women passengers.

"I was on the second deck below the boat deck, and the steamship's band was playing on it as I left. Before the last boat, in which I was, had cleared the vessel, I could see that the members of the string band were up to their knees in water, but they were still playing as we pulled away from the ship.

"It was 2:15 when we saw the Titanic sink. We had gotten away only far enough to clear the suction caused by her going down, and as we pulled away from the steamship the Thayer boy leaped from the sinking ship and was picked up by our boat.

"There were no lights on the steamship as she went down, for I understood they were able to get only two messages away on her wireless when the apparatus refused to work, and soon after that the vessel's lights all went out.

"After the steamship went down, it didn't seem so very long before the Carpathia came to our assistance.

"In fact, we were all so excited over the foundering of the vessel that we had little thought of ourselves at the time, and could think only of the magnificent bravery of the men who had been so cool in the trying hours before the vessel sank.

Praises the Captain.

"After the accident, I saw Captain Smith of the Titanic run along the deck I was on. His face was marble-white in its paleness, but he seemed perfectly self-possessed and gave several orders in a clear, loud voice that seemed to carry assurance with it.

"It was a full hour after the Titanic struck the iceberg that I was taken off in the boat, and it was just about fifteen minutes after I was in the boat that the steamship went down.

"The men in our boat did not seem to understand how to row, and the stewardess who was in the boat instructed them and actually took an oar herself.

"My sister, Mrs. Connell, also handled an oar in the boat that she was in. That made me feel, perhaps, that the men merely allowed the women to row so as to keep them warm.

"Of course we saved only the clothing we had on, and many of the women were not fully dressed, but there was not a single case of pneumonia or anything of that kind on the Carpathia as a result of our cold experience. The ship's surgeon said that outside of quieting the nerves of overwrought women, there was no need of his services."

Mrs. Futrelle was taken to the Hotel Belmont in an automobile by friends.

At the hotel the arrival of Mrs. Futrelle broke up what to outsiders would have been regarded as a particularly merry party. The gaiety and lighthearted joking had been forced by the party to deceive Miss Virginia and Mrs. Copeland.

The rest of the party that sat laughing long over their coffee in the cafe at the hotel knew the truth.

A Pathetic Reunion.

Virginia had been told that her father had been picked up by another steamer. Mrs. Copeland believed her brother had been saved and that he was with his wife.

The little group that sat around cheering up Miss Futrelle and her aunt included Will Irwin, Mr. and Mrs. Harry Haynes of Boston, Charles Copeland of Boston, John Peel, Mrs. Futrelle's brother; Mr. and Mrs. Oliver Cromwell, formerly of Boston, Mrs. Theodore Lucty and her daughter, Mrs. Rene D'Orme, all friends of the Futrelles.

When it was known that the Carpathia had docked the party moved up stairs to a private suite that had been engaged to await the arrival of Mrs. Futrelle. Miss was all smiles.

"I am so happy that father is also safe," she kept repeating. It was hard for the rest of the little group, who knew the truth, to keep the tears from their eyes.

A little after 10 o'clock the bell of the suite rang, and Miss Futrelle was the first to reach the door. Everybody instinctively turned away from the meeting between mother and daughter. It was sometime before Mrs. Futrelle could compose herself sufficiently to speak.

"Where is Jack?" asked Mrs. Copeland.

Mrs. Futrelle was afraid to let her daughter know the truth.

"Oh! He is on another ship," answered Mrs. Futrelle.

But Mrs. Copeland had expected to see her brother then, and became hysterical.

Mrs. Futrelle's Story.

Considering what she had experienced since early Monday morning, Mrs. Futrelle was remarkably composed. After a time she told of some of the happenings of last Sunday night and early Monday morning.

"I was just going to bed when the crash came," began Mrs. Futrelle. "Mr. Futrelle was up in the smoking saloon with some friends. The force of the collision threw me on my back and shook everything off the little bureau. The noise of the smash was deafening. I had hardly got to my feet when Jack came rushing in."

"Get dressed at once, the boat is going down!" cried Jack.

"When we reached the deck we found everything in confusion. Women were screaming and running around looking for husbands and friends, the officers were shrilly shouting orders, and above all was the tremendous vibrations of the deep bass foghorn of the Titanic.

"The behavior of the men, or most of them, when they were told to stand back and allow the women and children to get into the lifeboats first was magnificent. A few cowards tried to scramble into the lifeboats, but they were quickly thrown back by the sailors.

MRS. ASTOR'S FIRST QUERY, "WHERE IS JAKE?" ON LANDING

NEW YORK, April 19.—"Oh, how are the others? Where are they? Is there any news of Jake?"

Such were Mrs. John Jacob Astor's first words as she put foot on the pier from the Carpathia. Trim and pretty, she looked in her furs. Her maid followed closely behind.

When she was placed in one of the boats she had fainted and did not know that he was left behind to his own wish. So all through the long trip back to New York, she supposed that he had gone in another boat. No one had the heart to undeceive her. Indeed she was told that Colonel Astor was undoubtedly on board the Baltic. Hence her words when she landed.

As the second boat was being lowered, with Mrs. George Wick, her daughter, Miss Naibaile Wick, and the Misses Caroline and Elizabeth Bonnell, they observed Colonel John Jacob Astor assisting Mrs. Astor's maid to dress her. The last view they had of him he was putting on Mrs. Astor's shoes.

Astor Reassured Wife.

He was cool and collected and for many minutes before had continued to reassure his wife.

As the Colonel and the wife arose to leave their staterooms, the lifeboat being launched passed beneath their windows and the movements of those in the Astor room could not again be seen. In a few moments more, however, Colonel Astor is said by other passengers to have been standing on the deck while his wife was placed in one of the lifeboats and carried away to safety.

Nothing was heard on any side but praise for Mr. Widener, Mr. Straus and Colonel Astor, for their real and earnest efforts to get the women and children safely away. Colonel Astor had been exceedingly popular on the giant ship, and Luigi Finoli, who stood by, waiting for orders from the officers, heard several beg the Colonel to get into a boat, as they were lying in the water.

But he refused each time, insisting that the women should go first and that there was "plenty of time."

"I did not want to leave him," said Mrs. Astor, "but he assured me that there were boats for all and that he would be rescued later.

"Hurry Up, May."

"With a final kiss he half lifted me into the lifeboat, with the remark, 'Hurry up, May, you are keeping the others waiting.'"

Mrs. Astor's maid said that the impact when the Titanic struck was so slight that it did not awaken her, and that a steward-ess called to her, telling her quietly that she must get up and dress.

"The most horrible part of it all, was," she said, "waiting in the cold and the dark, and watching the little lights so far away go out row by row as that beautiful ship went down. To feel so helpless and to hear, at the last, the horrible screams and cries was enough to drive one mad."

Vincent Astor met his stepmother and escorted her to the waiting automobile. He was very pale and the suffering that he endured showed plainly. Still, he was endeavoring to comfort Mrs. Astor, and the two girl friends that were with him valiantly aided his efforts.

A passenger who was aboard the Titanic, but who asked that her name be withheld, said:

"Mr. Astor's behavior was in every way that of a brave man and his courage was undoubted. When I was placed in a boat, he was helping an elderly woman to get in at the same time and I remember hearing her trying to thank him. After that, of course, everything was chaos and distress. As long as I live I shall never forget the desolate bobbing up and down in the ice floes and how we clung to one another, out of sheer necessity, for some grain of human comfort during the endless minutes that we prayed. We saw the lights slowly vanish, and heard, even above the sounds of agony, the ship's band playing "Nearer My God to Thee." Then utter loneliness!

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TELLS STORY OF THE TITANIC DISASTER

Morris Beesly Says Passengers Got No Warning of Their Great Danger.

NEW YORK, April 18.—The first connected story of the Titanic disaster was told by Morris Beesly, Esq., of London. It follows:

"The voyage from Queenstown had been quiet and uneventful; very fine weather was experienced, and the sea was quite calm. The wind had been westerly to southwesterly the whole way, but very cold, particularly cold to be out on deck at all.

"I had been in my berth for about ten minutes when at about 11:15 p. m., I felt a slight jar and then soon after a second one, but not sufficiently great to cause any anxiety to any one, however nervous they may have been.

"However, the engines stopped immediately afterwards, and my first thought was "she has lost a propeller." I went on the top (boat) deck in a dressing gown and found only a few people there, who had come up similarly to inquire why we had stopped, but there was no sort of anxiety in the minds of anyone.

"We saw through the smoking room window a game of cards going on and went in to inquire if they knew anything. It seems they felt more of the jar and, looking through the window had seen a huge iceberg go by close to the side of the boat.

"They thought we had just grazed it with a glancing blow and the engines had been stopped to see if any damage had been done.

"No one, of course, had any conception that she had been pierced below by part of the submerged iceberg.

Just a Glancing Blow.

"The game went on without any thought of disaster, and I retired to my cabin to read until we went on again. I never saw any of the players or the onlookers again.

"A little later, hearing people going upstairs, I went out again and found everyone wanting to know why the engines had stopped.

"No doubt many were awakened from sleep by the sudden stopping of a vibration to which they had been accustomed during the four days we had been on board. Naturally, with such powerful engines as the Titanic carried, the vibration was very noticeable all the time, and the sudden stopping had something the same effect as the stopping of a loud-ticking grandfather's clock in a room.

Ordered on Deck.

"On going on deck again I saw there was an undoubted list downward from stern to bow, but knowing nothing of what had happened concluded some of the front compartments had filled and weighed her down.

"I went down again to put on warmer clothing and as I dressed heard an order shouted: "All passengers on deck with lifebelts on."

"We all walked slowly up with them tied on over our clothing, but even then presumed this was a wise precaution the captain was taking and that we should return in a short time and retire to bed.

"There was a total absence of any panic or any expression of alarm, and I suppose this can be accounted for by the exceedingly calm night and the absence of any signs of the accident. The ship was absolutely still, and except for a gentle tilt downward, which I don't think one person in ten would have noticed at that time, no signs of the approaching disaster were visible.

Liner Lay Still.

"She lay just as if she were waiting the order to go on again when some trifling matter had been adjusted. But in a few moments we saw the ropes lifted from the boats and the crews allotted to them standing by and curling up the ropes within which were to lower them by the pulley blocks into the water.

"We then began to realize it was more serious than had been supposed, and my first thought was to go down and get more clothing and some money, but seeing people pouring up the stairs, I decided that it was better to cause no confusion to people coming up by doing so. Presently we heard the order:

"'All men stand back, away from the boats, and all ladies retire to next deck below'—the smoking room deck or B deck.

"The men all stood away and remained in absolute silence leaning against the rail and railings of the deck or pacing slowly up and down.

"The boats were swung out and lowered from A deck. When they were to the level of B deck, where all the ladies were collected, the ladies got in quietly, with the exception of some who refused to leave their husbands.

"In some cases they were torn from them and pushed into the boats, but in many instances they were allowed to remain because there was no one to insist they should go.

"Looking over the side, one saw boats from aft already in the water, slipping quietly away into the darkness, and presently the boats near to me were lowered and with much creaking as the new ropes slipped through the pulley blocks down the slowly feet which separated them from the water.

"An officer in uniform came up as one long went down and shouted: 'When you are afloat, row around to the companion ladder and stand by with the other boats for orders.'

Vessel Settles.

"'Aye, aye, sir,' came up the reply, but I don't think any boat was able to obey the order.

"When they were afloat and had the oars at work the condition of the rapidly-settling boat was so much more a sight for alarm for those in the boats that, in consideration prudence the sailors saw they could do nothing but row from the sinking ship to save at any rate some lives.

"They no doubt anticipated that suction from such an enormous vessel would be more than usually dangerous to a crowded boat mostly filled with women.

"All this time there was no trace of any disorder; no panic or rush to the boats and no scenes of women sobbing hysterically, such as one generally pictures as happening at such times.

"Every one seemed to realize so slowly that there was nothing to be gained.

"When it was realized that we might all be presently in the sea with nothing but our life belts to support us until we were picked up by passing steamers, it was extraordinary how calm everyone was and how completely self-controlled.

Baby Put Aboard.

"One by one the boats were filled with women and children, lowered and rowed away into the night. Presently the word went around among the men: 'The men are to be put in boats on the starboard side.'

"I was on the port side and most of the men walked across the deck to see if this were so. I remained where I was and presently heard the call:

"'Any more ladies?'

"'No,' I replied.

"Then you had better jump.'

"I dropped in and fell in the bottom as they cried: 'Lower away.'

"As the boat began to descend, two ladies were pushed hurriedly through the crowd on B deck and heaved over into the boat, and a baby of ten months was passed down after them.

"Down we went, the crew calling to those lowering at either end to keep her level.

"We drifted away easily as the oars were gotten out, and headed directly away from the ship. The crew seemed to be made mostly cooks in white packets, two to an oar with a stoker at the tiller.

"It was now about 1 a. m., a beautiful, starlight night, with no moon, and not so very light. The sea was as calm as a pond, just a gentle heave as the boat dipped up and down in the swell.

Night Was Calm.

"The captain-stoker told us that he had been at sea twenty-six years and had never yet seen such a calm night on the Atlantic.

"As we rowed away from the Titanic we looked back from time to time to watch her, and a more striking spectacle it was not possible for anyone to see.

"It was impossible to think anything could be wrong with such a leviathan were it not for that ominous tilt downward in the bows, where the water was by now up to the lowest row of portholes.

"We were now about two miles from her, and all the crew insisted that such a tremendous wave would be formed by suction as she went down that we ought to get as far away as possible. The captain agreed and all lay on their oars and widened the distance between us and the sinking vessel.

"Presently, about 2 A. M., as near as I can remember, we observed her settling very rapidly, with the bows and bridge completely under water, and concluded it was now only a question of minutes before she went, and so it proved.

"She slowly lifted erect in the end with the stern vertically upward and, as she did so, the lights in the engine and saloon, which had not altered for a moment since we left, died out, came on again for a single flash, and finally went out altogether.

"At the same time the machinery roared down through the vessel with a rattle and a groaning that could be heard for miles, the weirdest sound surely that could be heard in the middle of the ocean, 1,000 miles away from land.

"But this was not yet quite the end.

"To our amazement she remained in that upright position for a time, which I estimate at five minutes in the boat, but say less, but it was certainly some minutes, while we watched at least 150 feet of the Titanic towering above the level of the sea and looming black against the sky.

"Then with a quiet santing dive, she disappeared beneath the waters, and our eyes had looked for the last time on the finest vessel we had ever met on from Southampton last Wednesday."

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PASSENGERS GIVEN NO HINT OF DANGER

No one gave us any hint. We all went back to our rooms. Half an hour later I was on deck again. I saw the crew taking coverings from the lifeboats. Then I became alarmed. A few minutes later stewards went through the ship crying, "All passengers on deck with lifebelts."—Morris Beesly of London.

Titanic Passengers Did Not Realize Their Peril Till Long After Crash with Iceberg.

REALTY MEN TALK NEW TRADE BODY

Delegates representing the Massachusets Real Estate Exchange at the conference to be held in Washington beginning April 22, under the auspices of the National Bureau of Manufacturers, for the purpose of considering an establishment of a national commercial organization are as follows: President John J. Martin, Herbert S. Frost, George F. Washburn, Charles S. Jenkins, William J. McDonald and Charles M. Conant.

SAILOR IS SHOT SAVING WOMAN

NEW YORK, April 19.—A fearful story of life and death was told by two women, mother and daughter, as they were on their way in an ambulance to Mt. Sinai Hospital, where the elder is to await the knitting of fractured leg bones, broken by a sailor who leaped into the water to save her.

The mother gave her name as Mrs. William Schaller and the daughter as Mrs. David Barsh. Both were almost hysterical as they told their experiences.

"When the Titanic struck the iceberg," faltered the mother, "many of the men were in the smoking room, and the captain also was there. Others of the passengers were on the top decks, and some were watching the iceberg, not dreaming we were heading directly into it until a few moments before the crash came.

"I think the crash awakened everybody save those poor men in the forward part, who were instantly killed, and the panic which followed was fearful. I could never imagine anything so horrible. Almost instantly, it seemed, the decks were filled with shrieking, screaming men and women, and for ten minutes it was fearful.

"Then the captain came rushing up and went to the bridge. There was no panic in ten minutes after the crash, until the word was given to man the lifeboats, and then it broke out worse than ever. My ears will ring with the cries to my dying day.

"Immediately on the order for the lifeboats the men of the crew sprang to the rails of the decks with revolvers in their hands and had orders to shoot any man who tried to enter the boats ahead of the women. One man started to jump and as his feet left the rail a shot rang out and he pitched headlong into the water.

"The crowd in the lifeboats were something awful. They kept rushing into the one I had been lowered into until there were so many I lost my balance and fell over into the water. I gave up hope, but a sailor sprang from the deck of the Titanic into the water, striking and fracturing my leg. Then he swam with me to the lifeboat, and attempted to raise me up to it.

"As he did so another sailor in the boat raised a revolver and shot him through the arm."

Mrs. Barsh shuddered as the older woman told of the shooting of her rescuer, and interrupted with a cry.

"When I saw the sailor shoot," she said, "I caught at his revolver and wrestled it from his hand. Then I fainted, and when I returned to consciousness I found that both had been hauled to safety."

ONE-HALF BOTTLE OF THE GREAT KIDNEY REMEDY ACCOMPLISHES WONDERS

When I sent for a sample bottle of Swamp-Root, I was in great distress day and night. Before I received sample by mail, I went to our best doctor (and he is second to none in this vicinity) and told him how I felt. He put me up a bottle of medicine. I was about a week taking the medicine, but was no better than when I began. I then began your sample bottle, and before I got through with it, I felt a change. The scalding sensation did not bother only a few times in the middle of the day. I would not have believed such a small quantity would have done so much, but before it was gone I learned that our druggist kept Dr. Kilmer's Swamp-Root and to go get a large bottle for one-dollar but actually worth one hundred dollars. I only took one large tablespoonful three times a day, and before I had taken one-half bottle I was all right and have been since. Gratefully yours,

GEORGE S. CHAMPLIN.
Ashaway, R. I.

State of Rhode Island, } ss.
County of Washington }

Personally appeared Geo. S. Champlin, to me well known, and made oath that the foregoing statement by him subscribed is true.

E. R. ALLEN, Notary Public.

Letter to Dr. Kilmer & Co., Binghamton, N. Y.

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A Positive 15.00 Value at **10.50**

THESE are strictly all wool, fine weave, medium weight dark, navy blue serge suits, excellently tailored and absolutely fast color, made in up-to-date style and guaranteed perfect in fit. Sizes 33 to 42.

Men's 12.00 to 20.00 New Spring Overcoats, 9.25 to 13.75—These coats are splendidly tailored, cut in the Chesterfield style, in blacks and oxford grays. Without question Boston's best topcoat value. Sizes 34 to 44.

Men's 20.00 New Suits, new correct clothes, made for us of well chosen all wool fabrics. Fancy patterns, blue serges or blacks. If you want a popular price, well made suit just see this line. Large and splendid assortment. Sizes 32 to 46. **13.75**

Men's and Young Men's New $10 Coats and Vests, 4.50

The trousers belonging to these were burned at the maker's. We secured the remaining stock at remarkable savings, therefore directly benefiting you at this remarkable low price. The materials are high grade and in the very patterns now in highest favor.

Men's 3.50 Slip-On Raincoats..... 2.15
Men's 2.50 Slip-On Raincoats..... 1.75
Men's 6.50 Slip-On Raincoats..... 2.95
Men's 15.00 Slip-On Raincoats..... 9.25
All Sizes

Men's 5.00 Trousers, choice of attractive cassimeres and worsteds, in light and medium weights. Perfect in fit and hang. With plain or cuff bottoms. Sizes 30 to 44 waist..... **3.95**

Men's 12.00 and 15.00 Suits

A special lot of 500, including new plain soft grays, browns and fancy mixtures, cut in the very latest models and made in excellent shape, all sizes for men and young men..... **9.50**

Regular Lines of Suits from 6.75 to 16.75

2 for 15c
Men's 4-Ply Collars

All Styles—All Heights—Not ¼ Sizes
Sold Elsewhere at 1.20 a Dozen — **10 CENTS A DOZEN**
Men's 1.00 Leather Belts..... .35c
Regular Lines from 50c to 4.00.

These Smart Style 3.00 Derbies Only 1.45

An unusually drill season, caused by the backward weather, necessitates these drastic reductions. You get the benefit by purchasing now. 3.00 New Spring Derbies at..... **1.45**

New Spring 2.00 Derbies at . . . 1.19

A goodly assortment, embracing styles suitable also for the dressy young fellow or the man of mature years—hats that ordinarily sell for 2.00, now only..... 1.19
(Regular Lines from 95c to 2.00)
1.00 "Atwood" Shape Golf Caps..... .65c

Knit Underwear and Hosiery at Prices That Will Prove the Wisdom of Making This--Your Store!

Men's $1.00 Union Suits—Long and short sleeves, ankle length, first quality..... **59c**

Men's 75c and $1.00 Shirts and Drawers—Lisle and mercerized, first quality..... **49c**

Men's 50c Thread Silk Hose—Plain and fancy lisle, spliced heels and toes; seconds..... **25c**

Men's 19c and 25c Silk Lisle Hose—Black and colors, some 2nd quality.. **12½c**

Regular Lines from 121½c to 50c. *Regular Lines from 19c to 38c.*

Men's 3.00 Gun Metal Blucher Oxfords, made wide toes, all "Goodyear" Welts. Excellent Bargains at 2.15

Regular Lines from 2.50 to 2.95

Boys' 5.00 Blue Serge D. B. and Norfolk Suit, guaranteed all wool, pants lined, sizes 7 to 17 years..... **4.25**

Boys' 1.50 Russian Wash Suit, in linon shade and blue chambray, sizes 3 to 7 years old..... **1.19**

Boys' 4.00 D. B. Suit, in gray stripe mixture, sizes 8 to 16 years old..... **3.25**

Boys' 1.00 Light-Weight Galatea Wash Russian Suits, white trimming, sizes 3 to 7 years..... **85c**

Regular Lines from 25c to 7.49

SENATE COMMITTEE PUTS ISMAY ON RACK IN TITANIC INQUIRY

WHITE STAR'S MANAGING DIRECTOR TELLS OF FATAL TRIP ACROSS.

Continued from First Page.

Statements that the Titanic was going 23 knots an hour to an effort to establish a new transatlantic speed record when she crashed on the berg.

Officers to Be Summoned.

The amount of life saving equipment on board the Titanic in relation to the number of human beings that she carried.

The committee finally is anxious to learn of Mr. Ismay's behavior on the Titanic at the time the vessel struck the berg and immediately after.

All of the officers of the Titanic who can throw any light upon the accident will be called before the committee.

Robert Hickens, another of the surviving quartermasters of the Titanic, says that all of the boats aboard the ill-fated ship except two got away. One was swamped, and the other—a collapsible boat—failed to open and passengers clung to it in the water, using it as a buoy.

"We Expect the Truth."

As the Senate investigators convened, Senator Smith issued the formal announcement that Captain Rostron of the Carpathia, the four surviving officers of the Titanic, and J. Bruce Ismay would be the first witnesses.

"We don't expect to use clubs on the witnesses. But we expect the truth of this matter. It is the right of the people to know just how this frightful disaster occurred.

"I was particularly struck with the stories told by two witnesses who are now ill, but who will be summoned before the investigating committee. They were to the effect that Major Archibald Butt and Clarence Moore, the Washington diplomat, stood absolutely alone and helped lower away the last of the lifeboats from the Titanic.

"In all that mad rush I am told that not a single woman was jostled by American passengers."

Mr. Ismay was the first witness called.

Besides United States Senators Bourne, Newlands and Smith (D.), Directly Ismay, there were present General Uhler, chief of the government steamboat inspection service; Representative Hughes of West Virginia, P. A. S. Franklin, second vice-president of the International Mercantile Marine Company; Truman H. Newberry, formerly Assistant Secretary of the Navy, and John Parker Kirlin, counsel of the White Star Line.

Senator Smith said the inquiry was called to carry out the instructions of the Senate, and then called Ismay to the stand. Ismay said that he was managing director of the White Star Lines. He said that he was not officially designated on the trial trip of the Titanic, but that he joined as a volunteer passenger at Southampton.

Asked by Senator Smith to describe the trip of the Titanic, Ismay said that at no time was the ship run at full speed. He stated that she was capable of "80 revolutions" a minute, but that at no time had she exceeded 75. On the second day, he said, she logged 519 miles and on the third day 546.

"I would like to express my sincere grief for this catastrophe," Mr. Ismay said. "As far as we are concerned we have nothing to conceal, and we court the fullest inquiry. The Titanic was built in Belfast—not by contract, but by commission—and she was the latest thing in shipconstruction.

"The fullest speed of which she would have been capable would have been about seventy-eight to eighty revolutions, and she never went that fast. It was intended to drive her at full speed on Monday or Tuesday. We would not have attempted to arrive at New York before five a. m. Wednesday. That was determined before we left Queenstown. We were not on the Northern route; we were on the extreme Southern route for westbound ships. knew we would be in the iceberg region by Sunday night.

A "Volunteer Passenger."

"I had not consulted with the captain. I am not a navigator, and was not on board save as a volunteer passenger."

"What did you do when the impact came?" asked Senator Smith.

"I lay in my berth for a moment or two—I had gone to bed—then I got up, went out and met a steward and asked what had happened. He said he did not know. I went back, got my coat and then went on the bridge.

"Captain Smith said to me: 'We have struck ice.' I asked him whether he considered the situation serious and he said that he did. I then saw the chief engineer, and he also considered the situation serious."

Mr. Ismay then stated that he had sent no messages from the Carpathia.

"Went you on deck when the order was given to lower the boats?" he was asked.

He replied that he was, that Captain Smith had simply turned and given the order to lower the lifeboats. All the boats, he said, were on the sun deck. The women and children were put in them and they were lowered into the sea.

The witness declared that he saw two or three boats lowered and that these boats were lowered from the sun deck. In reply to questions he said that the officers superintended the loading of the boats, assigning the men to care for them first, and then filling them with women as they appeared on deck. As a rule, he declared that four sailors were assigned to each boat and that one of them was a quartermaster.

Forty-Five Persons in His Boat.

Mr. Ismay said he did not know whether all of the women and children on board had been accommodated but that there were forty-five persons in the boat in which he was.

Mr. Ismay said he saw the first boat lowered on the starboard side, but that he did not know whether it was the first boat or not that was lowered from the ship. He denied knowledge as to whether any of the lifeboats had been insufficiently manned.

Q.—Did you see Charles M. Hays or know of any prominent American or Americans on board? A.—I knew Hays was on board, but did not see him after the accident.

Q.—What was the circumstances of your departure from the boat? A.—I was opposite a lifeboat. Then not was there. There were no women on that part of the deck. Captain Smith called out: "Are there any more women to get?" I was the only passenger there and I jumped in.

Saw No Struggle.

Q.—At what point was the Titanic rammed? A.—I am told between the breakwater and the bridges.

Q.—Did you see any men passengers on board with life preservers? A.—All had them on as far as I can remember.

Q.—When you went into the boat you say there were no passengers on that part of the boat? A.—No, there was not.

Q.—Did you see any struggle or confusion? A.—No.

Q.—Before you entered the lifeboat did you see passengers jumping into the sea? A.—No.

ISMAY'S PRESENCE ON TITANIC MAY GIVE GROUND FOR DAMAGES

That the mere fact that J. Bruce Ismay, managing director of the White Star Line, is aboard the Carpathia after would give grounds for litigation by relatives of the dead, was the opinion of admiralty lawyers in Boston today. This opinion is based on the facts that have thus far been known.

According to the law of this country, since the Titanic has become a total loss through her collision with the iceberg, the owners cannot be held liable for damages unless negligence of which an officer of the corporation is cognizant, is shown.

This law passed, in 1851, for the express purpose of protecting ship owners and as a means of encouraging this industry, would have relieved the corporation of all burdens of litigation but for the presence of Ismay.

This law holds that the loss of the vessel and cargo is the equitable share which the corporation shall bear in the disaster. Under its arable verbage, the victims have no redress, according to the opinions of local attorneys, unless litigation is brought in the English courts and even then the fact would have to be established that any official of the company had personal knowledge of negligence.

In case of damage suits, it was explained, the question of speed would be an important point. In the Bourgogne disaster the nearest parallel in history, the petitioners, representing the relatives of those who lost their lives and the merchants who lost property, made the claim that the liner was proceeding at a speed through the fog which was dangerous, and therefore were guilty of negligence when the ship collided and was sunk.

In this case the court held that the owners had posted out the vessel and had instructed the captains of the line in the international speed regulations. Thus, it was held, the owners were not responsible for the act of the crew, and the store could not be held to limitations of damage.

But in the Titanic's race across seas, it is argued, the official of the corporation, Ismay, might be found liable, because of his cognizance of the high speed at which the Titanic was running.

The statute is taken from a law enacted under Louis XIV, and has been but little changed since the original was signed by the French monarch.

Judge Hughes in a review of this statute writes:

"In order for owners to exonerate themselves, the negligent act must have been without their privity or knowledge. This means the personal knowledge of the owners and not the mere knowledge of their agents, except in the case of a corporation, where the privity or knowledge of the president or other high officials above the grade of an employee is deemed privity or knowledge of the corporation, and would defeat the right of the corporation to the exemption."

This Is ISMAY!

HERE IS WHITE STAR LINE CHIEF'S OWN STORY OF HOW HE SAVED HIMSELF.

J. Bruce Ismay, managing director of the White Star Line, was a survivor of the Titanic. Ismay was immaculately dressed when he appeared on the dock. He consented to make a brief statement to the reporters. He said:

"The Titanic struck an iceberg a glancing blow. I do not know how but she was going because I was asleep at the time. The conduct of the officers and crew was admirable. There was no panic. They did their duty like British seamen. All that could be done under the circumstances to save the passengers was done.

"They were not to blame, but it was impossible to do more."

When Mr. Ismay had finished he was asked:

"How did you make your escape from the steamship?"

"In a boat," replied Ismay.

"In what boat?"

"In a starboard boat."

"I do not mean that," said the reporter. "Did you leave in the first boat?"

"I left in a collapsible life boat," said Ismay, "which was the last to leave the ship."

"Did you leave women on the ship behind you?"

"There were none that I know of," said Ismay. "There was a vacant place in the boat. Captain Smith advised me to take the place. I must decline to answer further questions along this line."

"How did Captain Smith die?"

"I do not know. I think he was on the bridge when the ship went down."

"The White Star Line was the victim of a catastrophe which could not have been avoided. It will do all in its power for those who suffered in the disaster."

"Here—Take These Tablets —Notice How Quickly Your Throat Trouble Disappears"

NOTHING is more uncomfortable and painful —or more likely to lead to serious complications than sore throat.

The first indication of dryness and inflammation in your throat should be a tip for you to take the "ounce of prevention." Sore throat is bad enough in itself—and it has a habit of turning into something more serious. You cannot gargle the troubles away—because a gargle cannot reach the seat of infection—the throat itself.

Germs in dust

Germs in the air

Some plain, thinking me grows the after use of FORMAMINT.

Wulfing's **Formamint**
THE GERM-KILLING THROAT TABLET

Enrico Caruso, the world's greatest tenor, writes:
"I have found Formamint Tablets very pleasant to the taste and beneficial to the throat."

From The Lancet:
"The sole object of a medicinal lozenge is to keep part of the mouth or throat one desires to treat bathed for a time in a drug dissolved in the saliva. I know of only one medicated lozenge —FORMAMINT— which seems this requirement."

not only gets at the trouble and kills the germs by mixing with the saliva and softly bathing the membrane with its antiseptic, germicidal elements, but also affords immediate relief from the local soreness and irritation.

Formamint can be taken any place—any time—convenience itself—no fuss or bother such as the use of a gargle makes necessary. It is a relentless germdetective, seeking the trouble makers—the germs—no matter how deep they lie ensconced in the folds and cavities of the throat—and destroying them. Formamint is a pleasant tasting tablet—that easily dissolves in the mouth—releasing its powerful germicide which mixes with saliva and is carried around and over the mouth and throat membranes. Like all really good things—it is simplicity and efficiency combined.

50 Tablets for 50 cents

Seriously counter-whether you can afford the risks of not using Formamint. Let us send you a trial tube. Two cents is all we ask to bring packing and postage will bring it to you.

A. WULFING & CO., 24-C IRVING PLACE, NEW YORK.
Makers of Sanatogen—the Food Tonic

Write Today for FREE Sample
Upon receipt of a two-cent stamp to pay postage we will gladly send you a FREE trial tube.

TRAVEL ROUTES ON ATLANTIC CHANGED TO AVOID ICEBERGS

LONDON, April 19.—Changes in trans-Atlantic travel routes were announced today as a safeguard against the iceberg which sank the Titanic. Beginning April 25 westbound ships will steer from Fastnet or Bishop Rock on a circular course to cross the meridian in longitude 47 west and latitude 41 north, thence to the destination. Before April 25 ships will follow he present track up to longitude 42 west, thence steer to latitude 41 north and longitude 47 west.

Eastbound changes effective April 25 provide for a route through latitude 40.10 north and longitude 70 west, thence by a circular route to Bishop Rock or Fastnet.

CATARRH

Why Waste Time With Impossible Methods?—Breathe Hyomei and Catarrh and All Its Disgusting Symptoms Will Vanish.

There is only one way to cure catarrh. Reach the raw, tender, inflamed membrane that is infested with catarrh germs, and destroy the germs.

You can't reach the nooks and crevices with liquid preparations and water won't go down the windpipe—you know that. There is only one way—breathe the antiseptic germ killing air of HYOMEI pro-pounce it high-o-mi—and destroy the infested parts.

HYOMEI contains no opium, cocaine or other harmful drugs; it is made of Australian eucalyptus, thymol and other Listerian antiseptics. It will end the misery of catarrh, croup, coughs, colds and catarrhal deafness, if used as directed.

A complete HYOMEI outfit, which includes hard rubber pocket inhaler, a bottle of HYOMEI and simple instructions for use, costs $1.00. Extra bottles if afterwards required, 50 cents, at druggists everywhere.

THE C. E. OSGOOD CO.

When In Doubt Buy Of OSGOOD
New England's Greatest Furniture Store
244-256 WASHINGTON ST. BOSTON
Just a Few Steps from the Boylston and Essex Tunnel Stations

Our Guarantee to Customers Following our usual custom of protecting our credit customers against possible loss and hardship, we remind them that we give a receipted bill in full on credit accounts up to $500 in case of a customer's death.

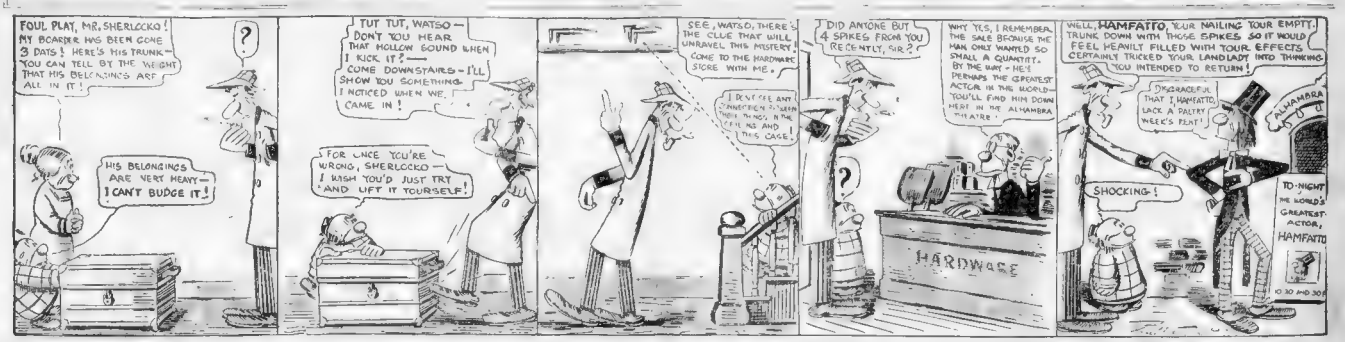
James B. Connolly KNOWS

Better than any living writer what it mean to face death on a sinking ship in mid-ocean. Mr. Connolly will sum up and analyze, in next Sunday's AMERICAN, the Titanic disaster and will **FIX THE RESPONSIBILITY WHERE IT BELONGS** in a brilliant article which will be one of the many exclusive features describing the greatest sea tragedy the world has ever known, to be printed **ONLY IN NEXT SUNDAY'S AMERICAN**

Sherlocko the Monk

He Discovers the Boarder

By Gus Mager


FOUL PLAY, MR. SHERLOCKO! MY BOARDER HAS BEEN GONE 3 DAYS! HERE'S HIS TRUNK—YOU CAN TELL BY THE WEIGHT THAT HIS BELONGINGS ARE ALL IN IT!
HIS BELONGINGS ARE VERY HEAVY—I CAN'T BUDGE IT!
TUT TUT, WATSO—DON'T YOU HEAR THAT HOLLOW SOUND WHEN I KICK IT?—COME DOWNSTAIRS—I'LL SHOW YOU SOMETHING I NOTICED WHEN WE CAME IN!
FOR ONCE YOU'RE WRONG, SHERLOCKO—I WISH YOU'D JUST TRY AND LIFT IT YOURSELF!
SEE, WATSO, THERE'S THE CLUE THAT WILL UNRAVEL THIS MYSTERY! COME TO THE HARDWARE STORE WITH ME.
I NEVER SEE ANY CONNECTION BETWEEN THESE THINGS & THE VEIL SO AND THIS CAGE!
DID ANYONE BUT 4 SPIKES FROM YOU RECENTLY, SIR?
WHY YES, I REMEMBER THE SALE BECAUSE THE MAN ONLY WANTED SO SMALL A QUANTITY. BY THE WAY—HE'S PERHAPS THE GREATEST ACTOR IN THE WORLD—YOU'LL FIND HIM DOWN HERE IN THE ALHAMBRA THEATRE.
HARDWARE
WELL, HAMFATTO, YOUR NAILING YOUR EMPTY TRUNK DOWN WITH THOSE SPIKES SO IT WOULD FEEL HEAVILY FILLED WITH YOUR EFFECTS, CERTAINLY TRICKED YOUR LANDLADY INTO THINKING YOU INTENDED TO RETURN!
DISGRACEFUL THAT I HAMFATTO LACK A PALTRY WEEK'S RENT!
ALHAMBRA
SHOCKING!
TO-NIGHT THE WORLD'S GREATEST ACTOR, HAMFATTO
10 30 AND 30¢

RAIN PREVENTS RED SOX GAME

Double Holiday Bill for Boxers
Central and Pilgrim Club Bouts

MUDDY COURSE FOR MARATHON

TABLE OF RUNS MADE BY THE BIG LEAGUE TEAMS

AMERICAN LEAGUE. April 12 to April 18 Inclusive

NATIONAL LEAGUE. April 12 to April 18 Inclusive.

ENTRIES IN FOR SCHOOLBOY SWIM

By JACK CONWAY

Continued from First Page.

List of Entries

COACH BOB COOK IS NOW AT NEW HAVEN

Ferguson and Harris in Feature at Central.

Farren and Rocco Meet in Return Bout

Poor Ad Wolgast Only Worth $137,500.

Record Crowd to See Wells McFarland Go.

Young Jasper Out to Clean Up Lightweights

BOXING RESULTS.

BILLINGS' HORSES ON WAY TO MOSCOW

GOULD AND HUHN WIN TENNIS TITLE

PITCHER GEHRING DIES.

Offer Big Prizes for Motor Boat Contests

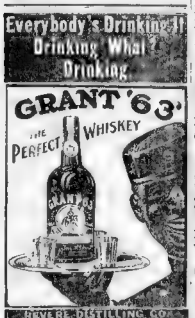
Zbyszko in Farewell Bout With Westergard

LOVERING STILL BREAKS RECORDS

DARTMOUTH TO MEET CORNELL ON GRIDIRON

O'LEARY AND CASEY SOLD BY DETROIT

Everybody's Drinking It Drinking What? Drinking



REVERE DISTILLING CO. JOSEPH F. SPANG, Prop'r. BOSTON

Ide Silver Collars 4 for 25¢ save—exclusively—the LINOCORD BUTTONHOLES—they're easier-to-button—they don't tear out. Geo. P. Ide & Co., Makers, Troy, N. Y.

GENUINE SCHUBERT'S 5¢ SMOKERS

SMOKE UNION HAND MADE ODENCE 5¢ CIGAR SOLD ON MERIT

CHESTER AN ARROW Notch COLLAR

Meets close in front and stays so 15¢ 2 for 25¢

Cluett, Peabody & Co., Troy, N. Y.

Why not specify

when you order ale or beer, that you want the best brewed, say,

"Give me P.B."

Ale, Porter or Lager

If what you get is not delicious, then it is not Van Nostrand's and not P. B.

Bunker Hill Breweries Established 1821

"Oh Be Jolly!"

MOTORCYCLES ON INSTALMENTS $175.00 TO $400.00

You can do business with us. We have the best machine in the world for $250. Now is your chance to have the time of your life. It will be no trouble to take a hundred-mile spin before breakfast. See the country now that you have the chance. Thousands of Motor Cycles will be sold in and around Boston this season. The Motor Cycle craze beats the old-time bicycle craze all hollow. Come at once, or write, and let us get together on a trade.

WILSON BROS. SCOLLAY SQUARE JEWELERS

SOLE AGENTS. Look for Our Five-Story Corner Building. OPEN EVENINGS

$5 Marathon—

We have a very **popular last** known as the **"Marathon."**

Like every **C & Y** last, there is a special reason for it, in **shape—style—materials.** It may be just the very shoe you want.

It is **our business** to meet every requirement in shoes and we solicit your patronage because of our ability to satisfy you.

COES & YOUNG CO.

MEN'S SHOES

20 SCHOOL STREET

BOSTON AMERICAN'S DAILY MAGAZINE PAGE

A Bachelor's Diary

No. 8—He Sends Josephine a Blank Check and It Costs Him $7,000

By MAX

M[illegible] strange how he got in love. [illegible] doing something for others, but I made I'd do the giving, and it would be with a check; I wasn't going to let her give [illegible] when I needed her.

[illegible] I wasn't troubled. I called again, [illegible] at nine, ten, and at eleven, and she hadn't returned.

[illegible] I grew alarmed. It was dangerous for a pretty girl like Josephine to be out at such an hour, and I told her mother so. I knew I spoke rather clumsily, for I felt [illegible] proper care of my treasure.

His Fears Calmed

She satisfied me at last by recalling that she had heard Josephine say she would go home with one of her girl friends who is interested in such work and stay all night.

It is a beautiful moonlight night. I have just been looking out of the window and wishing I were out in it somewhere with Josephine.

An automobile on the streets reminded me that I overheard two of the fellows at the club this noon speak of a dinner at Clay Landing, fifteen miles out in the country, and how a crowd were going [illegible]

A week are I would have felt sorry [illegible] I heard it that I am not a society [illegible] thinking how Josephine would [illegible] think. But I know ever since that remarkable evening when she made [illegible] matter of her mind love for me that [illegible] all the foolishness and [illegible] it up gladly to be with me.

Sometimes the prosaic old fellow who [illegible] waiting gets the reward [illegible] wouldn't have me changed a [illegible] I would rather [illegible] she says the picture of [illegible] in her heart is as I looked [illegible] one day when she called at the [illegible] I was cutting off coupons.

[illegible] she said, it gave her a sense [illegible] deep peace and security; as if [illegible] home to one who would [illegible] worth nothing to their [illegible] That's belong to me, however. [illegible] I wonder how I happened to think of [illegible] writing such a piece of useless information [illegible] my diary.

Many Money

March 31st—This afternoon at 4 [illegible] as I was leaving [illegible] then rode [illegible] cent, and I imagine as the appointment [illegible] will make heads [illegible] well pleased with it I thought, and I saw that he turned up the street [illegible] goes past Josephine's.

Somehow, I couldn't get him out of my mind. Josephine knew I couldn't come up there on account of business. She has been calling me up every evening lately, sometimes two or three times. Wants to know what's the matter, what I am doing [illegible] thing night [illegible]

[illegible] to call up [illegible] nate in room [illegible]

She didn't call up this evening, which was strange and [illegible] I got away from [illegible]

"She's [illegible] her mother answered. "She [illegible]

"Where did you say [illegible] she was?" I asked.

There was a moment's delay. "I didn't say," she replied.

Then another silence, which she broke by saying: "Mrs. [illegible] a good man, one of the [illegible] men I ever knew."

That was mighty nice in Josephine's mother, wasn't it? But somehow I felt as if some one had delayed me in an important purpose.

"Where's Mary?" I asked.

"I think [illegible] Belief of Work," she told me to [illegible]

I was astonished. [illegible] To save a dime, [illegible] worth of [illegible]

Twice as Many

THE scene was in a municipal court. The attorney for the plaintiff was setting forth the facts in the case to an [illegible] the jury was lis[illegible]

The defendant, a farmer, was accused of stealing twenty four pigs from his neighbor. His defense was that the pigs had wandered into his land and therefore belonged to him. But the outlook seemed [illegible] when the lawyer finished the [illegible] impressive manner in which the plaintiff's [illegible] the case in hi[illegible]

"Think of it, gentlemen," said the attorney, pointing to the poor, trembling farmer, "the stole twenty-four hogs. Twenty four—think of it. Twice as many [illegible]"

[illegible] joined in the laugh [illegible]

Had a Book

A [illegible] tells the following story:

[illegible] a farmer in a poor condition [illegible] began showing my books. He [illegible] an interest, but when I had finished the first lap of my speech said [illegible] he couldn't read. Of course, that put [illegible] new light on the matter, but I didn't give [illegible] many customers who can't [illegible] him of the great help it [illegible] to me children and his wife, and [illegible] still was interested.

[illegible] I was making progress, but [illegible] wasn't. I had finished my speech with the usual peroration that is designed to make the customer enthusiastic and make him sign for the book—a thing few will [illegible] do without considerable persuasion. Instead of taking the pencil, he said:

"It is a good book, all right, and all [illegible] but I can't read. My daughter, she can read, but she has a book."

Quite Permissible.

Old Gentleman—Now then, little boy, what do you mean by hitting that little girl? Don't you know it is very cruel?

Rude Little Boy—Garn! She's my sweetheart!

FRECKLES

New Drug That Quickly Removes These Homely Spots.

[illegible]

Why your baking costs so much more

We buy materials for ten thousand pounds of cake where you buy for one. Our [illegible] mechanically exact. Our [illegible]

PURE FOOD

DRAKE'S

TRADE MARK

Pound and Sponge Cake

When you buy Drake's you're getting "home-made" cake by simply

Asking your grocer

The Right Road to Health

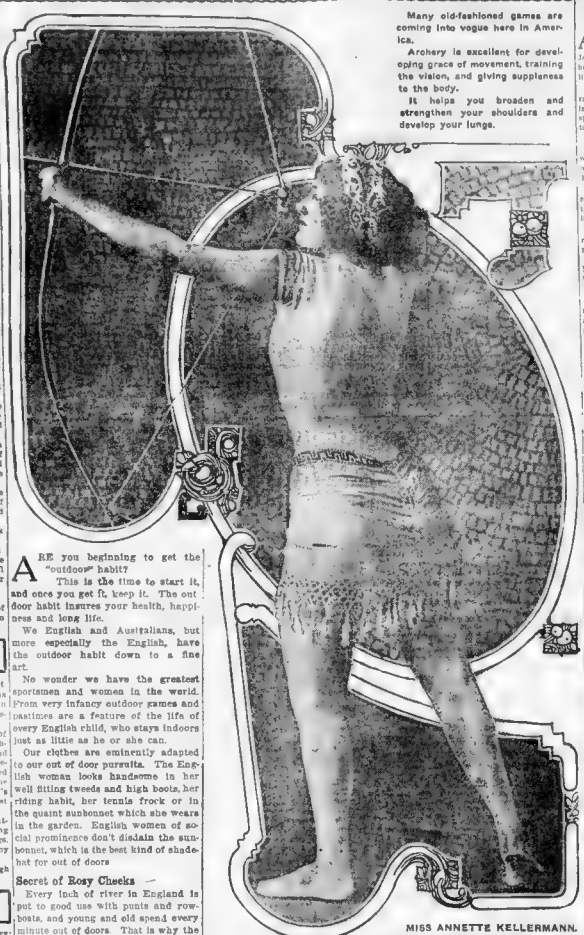
The Return of Archery, a Fascinating and Beneficial Outdoor Exercise

By Annette Kellermann

Many old-fashioned games are coming into vogue here in America.

Archery is excellent for developing grace of movement, training the vision, and giving suppleness to the body.

It helps you broaden and strengthen your shoulders and develop your lunge.



MISS ANNETTE KELLERMANN.

ARE you beginning to get the "outdoor" habit?

This is the time to start it, and once you get it, keep it. The outdoor habit insures your health, happiness and long life.

We English and Australians, but more especially the English, have the outdoor habit down to a fine art.

No wonder we have the greatest sportsmen and women in the world. From very infancy outdoor games and pastimes are a feature of the life of every English child, who stays indoors just as little as he or she can.

Our clothes are eminently adapted to our out of door pursuits. The English woman looks handsome in her well fitting tweeds and high boots, her riding habit, her tennis frock or in the quaint sunbonnet which she wears in the garden. English women of social prominence don't disdain the sunbonnet, which is the best kind of shade hat for out of doors

Secret of Rosy Cheeks

Every inch of river in England is put to good use with punts and rowboats, and young and old spend every minute out of doors. That is why the English complexions are rosy and also why English girls have such remarkably fine hair. There is no such tonic in the world as out of door life and if you only look about you you will find all kinds of ways of getting out of door exercise besides the ubiquitous walk

Many old fashioned games are coming into vogue here in America, which have never quite gone out of fashion, and which combine interest and health giving activity.

Tiddledywinks, for instance. This is an excellent game for developing grace of movement, for training the vision and giving suppleness to the body. In England and Australia archery has never gone out of date, because there were always enough girls who like the quieter sports and who appreciate the advantages which archery gives to the girl who wants to show off a good figure or to develop one.

Bows and arrows can be bought for very little, or a clever brother can make them of bamboo. In these days, when girls learn carpentering and every other trade, you can all make them for yourselves. The target is of twisted straw, covered with a painted bull's eye of thin canvas or paper. Archery tournaments can be held even in the confines of a back yard. The only thing to avoid, especially with beginners, is getting within the range of erratic marksmen.

Of course, if you shoot off one arrow it won't do you much good, but if you go in for archery with the intention of becoming an expert, you can broaden and strengthen your shoulders, develop your lungs, and, best of all, train your eyesight. It is especially good for short-sighted eyes, as it literally makes them focus on long distance objects and exercise the stiff muscles.

Swimming Advice

I have already spoken of swimming as one of the best, if not the very best, of outdoor sports, and as the time is approaching when new bathing suits must be bought, let me advise you against the ridiculous tight-elasted and fanciful suits which tempt one in shop windows, but are really not fitted to swim in, and you are all going to learn to swim, aren't you?

If you don't, I shall feel that I have been writing for you in vain. But to return to the bathing suit. As stockings are necessary in America, though no one wears them abroad, even on the "mixed" beaches where men and women bathe together, I think stocking tights such as I wear, with a silk tunic over them are the best, most serviceable and most modest suits. If you are going to wear stockings, see that they don't come down. The only way you can be quite sure of that is to wear the entire garment.

The silk tunic can be fitted or loose to suit the figure, and the undergarment keeps the figure in shape and clutches corsets, which should never be worn in the water. Be sure and have wide, comfortable armholes and loose sleeves, if any.

Whatever outdoor games you are going to indulge in, have your costume suitable and comfortable.

Lay in a supply of outdoor clothes. Rubber coat and cap for rainy weather, shade hats and bonnets for sunshine, and be ready never to let the weather interfere in your determination to cultivate the out of door habit.

His Ambition

AN auctioneer who had grown gray in the work had been urged repeatedly to retire.

"Not till I get a chance to auction off a circus," he said. "That is the height of my ambition. It is the point every good auctioneer works for. Not many attain it because there are not enough circuses to go around, but so long as a man wields the hammer he clings to the hope of getting a fling at a circus some day. I can't explain the fascination.

"Men who have sold circuses at auction tell me that it requires no more ability to sell lions and elephants than ham-and-eggs dishes. Maybe they are right, but circus managers must think otherwise, for of all the people who have goods to dispose of at auction the circus man is most particular about the qualifications and experience of his auctioneer."

Procrastinating Impecuniosity

"You go around borrowing, and yet you seem to be prosperous."

"I am."

"How do you manage it?"

"My motto is, 'Always put off till tomorrow those you have done today.'"

THE FIRST GRAY HAIR SIGN OF AGE. DON'T LOOK OLD BEFORE YOUR TIME

A harmless remedy, made from common garden sage, quickly restores gray hair to natural color.

The care of the hair, to prevent it from losing its color and lustre, is just as important as to care for teeth to keep them from discoloring.

Why spend money for cosmetics and creams to improve the complexion, and yet neglect your hair, when grey hair is even more conspicuous and suggestive of age than wrinkles or a poor complexion? Of the two, it is easier to preserve the natural color and beauty of the hair than it is to have a good complexion.

All that is necessary is the occasional use of Wyeth's Sage and Sulphur Hair Remedy, a preparation of common garden Sage and Sulphur, combined with other valuable remedies for dry, harsh, faded hair, dandruff, itching scalp and falling hair. After a few applications of this simple, harmless remedy, your hair will gradually be restored to its natural color, in a short time the dandruff will be removed, and your hair will no longer come out, but will start to grow as Nature intended it should.

Don't neglect your hair, for it goes further than anything else to make or mar your good-looks. You can buy this remedy at any drug store for fifty cents a bottle, and your druggist will give your money back if you are not satisfied after using. Purchase a bottle today. You will never regret it when you realize the difference it will make in your appearance.

Daysey Mayme and Her Folks

: : : THE PURE FOOD LAW : : :

By FRANCES L. GARSIDE.

A NUMBER of years ago, before the [illegible] the attention of Mrs. Lysander John Appleton from the rights of her husband, she considered his likes and [illegible] in buying for her table.

He was specially fond of the horseradish which she bought *ready* prepared in bottles at the grocery store. He spread it generously on his meat and potatoes, and his wife and the children did [illegible]

It gave a mild zest to the [illegible] would say Lysander John and his wife [illegible] the [illegible] [illegible] [illegible]

AMERICAN'S FICTION AND MAGAZINE PAGE

A Story of Love, Mystery and Sorcery in the South Seas

-:- The Bird of Paradise -:-

Based on the Great Play Now Being Acted in New York

By J. W. M'CONAUGHY.

OLD Hewahewa crept in and stood watching them.

"To go back home," said Wilson, softly.

"What? Oh, I know!" exclaimed the girl feverishly. "You tired! Your ankle hurting you. There, there! Lona's more now. I bring your poi to you. You stay right there!" She ran and picked up the bowl of poi and brought it to the cancil. "There! Now!"

For several moments he took no notice of the food. He was still lost in a dream of home. Luana watched him fearfully. At last, as if unconscious of his own movements, he reached a finger into the poi and began to eat. Luana smiled and clapped slowly away. She drew away until she almost collided with the old priest, right and malignant, by the door. He held out a hand to stop her and she turned to him with a little start.

"So it is past! All past, eh? said Hewahewa sternly, in a low voice.

Luana met his sinister gaze bravely.

"Ae," she replied with an air of defiance. "He stay! And the hopes of your people go forever, because that white man has your heart!"

"Why! Lona!"

The Priest's Anger

"No!" interrupted Hewahewa, angrily. "First of all, I am a priest of Pele! For fail her, but I do not!"

Luana laid a hand gently on the old man's arm and smiled up at him coaxingly. But Old Hewahewa was not to be wheedled.

"Oh, it does you no good to smile!" he cried bitterly. "From now I do not protect you from the goddess. You choose! You are no longer Hawaiian princess—your heart is white!"

"Ah, no, no!" protested the girl, a little frightened at the old priest's manner. "I'm not white! I—I—I am Hawaiian—that's why I will not do what Capena Hatch wants. And I stay here now—here with you."

"But that white man."

"Ah, Paula, he chooses, too. See! See?" She pointed eagerly to the sun tan on his forehead. "The sun has made him brown—never will he be white again."

The old priest looked, but his gaze was stern.

"You speak good, Luana," he said sternly, "but only with the lips. Yet we see! We see!"

His glowing eyes followed her menacingly as she went over to her husband. Down the path that led to the steamer landing there was the sound of approaching people and "Leimoke" piled in through the door with a happy shout.

"Ho! Ho!"

He was followed and hallooed and ah'ed as ragged as his brother kanakas of the island.

"Leimoke! What is it?" cried Luana. "Outside?" he answered, pointing down the path. "They come!"

"Who?" asked Hewahewa. He looked out the door. "Hah!" he snorted, and started swiftly for the secret cave. "White people! Quick!"

"Strangers!" exclaimed Luana, also looking.

"Ae," said the courier.

"Who?" Before he could answer a tall, slender, well set-up man of about thirty-five walked into the room with a springy, confident stride. He wore a soft suit of khaki and leather puttees and broad-brimmed sola hat, much resembling the undress uniform of an American cavalryman. His face, clean-shaven, save for a short, dark mustache, was tanned and browned by the weather. His eyes were dark, clear and now sparkling with pleasure. He smiled and held out his hand to Luana.

"Hello! Hello, everybody!" he cried cheerily. "Well, Luana! I see you are still living on the same boulevard."

"Aye, Alden," returned the girl constantly. "I live here. Something you like?"

"Why, Luana! Don't you know me?" She smiled and shook her head. The stranger laughed.

"Why, I'm Dean, the beachcomber!"

Visitors.

THE story of Dean, the beachcomber, and his resurrection and love for Diana Larned has but little bearing on the title of Luana and her love and her death. Yet the appearance of Dean and Miss Larned at Puna was the crisis of her life.

What happened in the two years after the day that Miss Larned led the outcast down to the steamer landing and "up to the light" may be briefly told. Dean, who has not fought and conquered a vicious appetite can fully understand the hell that the beachcomber lived in for the first six months at Molokai. Without the girl's sympathy and understanding he must have failed. To her he owed more than physical-able history of his life and his failure. He had been a gambler since he had had started with even brighter prospects in the scientific world than Diana Wilson. That came that temptation to speculate with another man's money—the rise, the ruin and the disappearance.

And even from the manner of his telling it, of the shame and agony of the confession, the girl could see that he had loved the roots of his manhood—that there was still much to save from complete disaster.

From the moment he smashed the tea cup on the rock in the cave he never tasted awa again. He established a little laboratory high in the mountains above the harbor of Molokai and there he set to work, among the rocks, occasional snow flurries and slipping breeze. Almost three days away from the sensuous softness of the south seas.

But it was many weeks before he could do any work. It was necessary to use alcohol as a solvent, and one day Miss Larned rolled up to the little house to find him drunk on the floor. But she did not give up. After that she was with him every moment possible and slowly he won the long, hard fight. He found his interest in his work—and then the battle was won. At the end of six months he hungered for the success of his research as he had hungered for drink—and the work took the place of the drug in his system.

To Be Continued Tomorrow.

Vanity Not a Matter of Sex

By Virginia Terhune Van de Water

"MY husband says that women are vainer than men—are they?" writes a correspondent.

Of course men think they are. Because a woman spends time doing up her hair, pulling out a pin here and putting in another there, because she arranges and rearranges her clothes before the mirror, because she asks again and again—"Is this dress really becoming?" men think her incurably vain. What is concealed (if concealed at all) impatience he thinks she is vainer than he.

Let us ponder for a moment and consider how it would be if men were compelled by fashion to dress as elaborately as their womenfolk do on occasion—what then? Watch a man adjust a new kind of dress tie the first time he wears it, and you will have an idea of how funny he would be if he wore a different style and color of dress a dozen times a week. He is lucky creature!—but men are very variety of costume—chief of these being a business suit, a frock coat suit, a dress suit and a Tuxedo. In business he does not use even this number as a rule, his clothes being of the outing variety on holidays, and a business suit during working hours. Once in a while he is a fashionable Summer resort, he seldom dresses for dinner during the heated term.

But the average woman who appears at breakfast in a negligee, who, if she wishes to walk around the corner to give an order to the butcher, dons a round-stick maker, must don a short skirt and plain waist, then appears at an afternoon tea in outing costume and at night dines in an evening dress.

With each of these changes the hair is combed, or pinned, coaxed and "done up" again; each costume has a different arrangement of frills and furbelows, hooks, buttons and gloves. Moreover, in all but most of them fasten up the back! What wonder that woman spends much of her time in front of her mirror?

Her husband scarcely brushes his hair, puts studs in shirt and links in cuffs, and can then complete his toilet in what he calls "two shakes of a lamb's tail," and he will not be vain because he will not look at himself just once try to fasten himself into the things that his wife wears. If he is going to a ball or dinner he only has to slip a suit on his smooth limb and his headgear is complete.

Not so his wife. She must fasten on a hat with long pins, and if she has common sense, good taste and a proper regard for the eyes of those she may choose to meet in a crowded conveyance she must place these same pins so that they do not pierce the scalp of the hat and yet will hold it securely on her head.

Then the veil plays an important part in taking up her time and attention, for if it is not just right, it looks all wrong. When a woman goes out to an evening function, she ties over her head a thin scarf, which must cover her hair, yet not disarrange her coiffure. As to gloves—a man pulls his on, leaving them unbuttoned if he wishes. A woman must work and smooth hers up over her arms.

But all this does not mean that women are vainer than men. I have never heard any woman complain more about a hard and uncomfortable shirt than I have heard a man do because a dress shirt came home from the laundry streaked or roughened on the bosom.

The difference in the standing of the two sexes, so far as vanity goes, is that the man is as fond as the woman of his apparel, for which it is quite properly applied, IT STAYS IN PLACE, where as a gust of wind will blow a woman's hair into confusion and for this reason, for every one ear that she is transformed into a rakish-looking creature. At which man, who calls her vain, will smile and remark that she is "all over herself."

People can be vain of other things than their personal appearance, and there are phases in which women is certainly no more vain than men.

In fact, she is less vain on these subjects, for it is hard to flatter a sensible woman, unless she loves the flatterer. This remark does not apply to foolish young girls who know nothing of life, for we are talking now of men and women, not of youths and maids.

There are few men who, if the flattery be applied deftly by a clever woman, will not actually wallow in it. A man is naive in his belief that the feminine observer thinks him as wonderful as she seems to think him.

He never gets too old to enjoy that kind of homage as long as he keeps his potency. When he ceases to enjoy it he is near surely he in his doings. An artist was talking to a woman of his work, describing the frame of mind he was in when he painted certain pictures, and circumstances under which he had received the inspiration.

The woman listened, occasionally asking a question that only spurred the man on to discourse more fluently of himself and his achievements. At the end of a half hour his wife approached and reminded him that she was waiting for him.

"I thought you would be bored to hear me talking gave him her hand with a pleasant smile. "Goodbye," she said, "and thank you for a delightful half hour."

The painter grasped her hand warmly. "My dear Madam," he assured her, "it is a positive joy to me to have a chat with a woman who knows as much of art as you do!" Her friends who heard the story had difficulty in restraining their mirth, knowing as they did that she could not tell a Turner from a Whistler, a Rembrandt from a Corot! Later the artist confided to his wife that "that woman was a charming conversationalist—a woman of really well-informed opinions."

Yet she had not spoken six sentences in thirty minutes! But her silence and attentive mien had been subtle flattery to the man's vanity.

If women are more vain of their appearance than are men—who makes them so? Is it not the man's fault? As long as a man is human—and worth while—he will like to look at a pretty woman and will tell her so.

And of course the woman likes to be looked at. If she did blame the man for enjoying the delightful sight.

To my way of thinking there are few things more acceptable to watch than a thoroughly attractive woman. She need not be beautiful, that is, her features need not be perfect, but if her face is animated, her manner sweet, and her clothes worn as they could not be unless she had given them careful attention, a much-described mirror, she is in my opinion a most engaging creature. Yes, a woman who is really good to look at and who has been and always will be a joy.

I do not mean that men like to see such. But I do not think they are playing with fire when they condemn a woman's desire to look well, smile at her little efforts to beautify her person, and yet, in spite of this condemnation and ridicule, pay little attention to her if she is plain or "dowdy" in appearance.

I like my dear wife best in her simple print gown, said a man in my hearing. "I would rather see her with her hair parted smoothly over her brow, and her plain, tailored-suited little frock on, than dressed up as are many so-called handsome women."

And I love that in restaurants or other public places in watches with admiring eyes the "so-called handsome" women. In fact, he remarked the other evening that "the wife of So-and-So is a stunning looking creature." His tone did not suggest disapproval or his self-evident truth. Apparently it is his own, not another man's wife, whom he likes best with "her hair parted smoothly over her brow, and her plain, tailored-suited little frock on."

ENDORSES RESINOL FOR "BARBER'S ITCH"

Was Itchy and Sore. A Few Applications Left Skin Clear.

A citizen of Amesbury, Mass., Mr. James T. Larned, writes: "I was troubled with a skin disease called 'barber's itch.' The tetter was confined to the bearded part of the face, and was exceedingly itchy and sore. I tried various remedies, but nothing produced the desired result until I tried Resinol Ointment. The effect was marvelous. After a few applications the crust began to peel off and dry up, leaving the skin practically clear and fresh as it had formerly been. I can cheerfully endorse its efficiency, and I will always continue to use Resinol Ointment."

Resinol Ointment (50c. and $1.00) instantly relieves and speedily heals the worst cases of eczema, scalp diseases, and such annoying diseases of young and old, while the best way to prevent their occurrence is through the regular use of Resinol Soap (25c.) for the toilet and bath, and, for men, Resinol Shaving Stick (25c.). Resinol Soap and Ointment are most effective also for pimples, blackheads, ivy poisoning, bites, stings, chappings, chilblings, boils, ulcers, burns, scalds and itching, inflamed piles. Sold and recommended by your druggist. Sample of each free on application to Dept. 19, Resinol Chemical Co., Baltimore, Md.

No Antiseptic Is Necessary in Manicuring Where

Cutex

TRADE-MARK

Is Used

(Continue to use Cutex)

Cutting the cuticle with scissors or knife often causes painful redness, and times resulting in serious injury to the fingers. CUTEX, the ideal Cuticle Remover, dissolves the cuticle instantly and instantly removes all surplus skin and hangnails. It gives a perfect manicure without cutting. Complete Outfit, 35c.

Special Preparations, 25c. at Yeast, R.I., Whitehouse & Hardy, Inc., Boston, Mass. Also at Cox, Riker-James Drug Stores and other good drug and department stores.

"MY HOME IS HAPPY" SAYS GRATEFUL WIFE

"The Neal 3-Day Treatment" certainly gets my husband off over—I cannot say too much in favor of the Neal Treatment. Please know that you may use all or our office. It is an absolute fact that the

DRINK HABIT

can be quickly cured by the NEAL 3-DAY TREATMENT. Call upon address or phone the Neal Institute, 304 Newbury St., Boston, Tel. Back Bay 2990, or 95 Pleasant Ave., Portland, Me. Tel 2310

Asthma Catarrh

WHOOPING COUGH CROUP
BRONCHITIS COUGHS COLDS

Vapo-Cresolene

ESTABLISHED 1879.

A simple, safe and effective treatment for bronchial troubles and clearing the stomach with drugs. Used with success for thirty years. The air rendered strongly antiseptic. Inspired with every breath, makes breathing easy, relieves sore throat and stops the cough. Nursing results fully invaluable to mothers with young children and a boon to sufferers from Asthma.

Send to postal for descriptive booklet.

ALL DRUGGISTS.

Try Vapo-Cresolene Antiseptic Throat Tablets for the Throat and Voice. They are simple, effective and antiseptic. Of your druggist from us, 100 in a case.

Vapo Cresolene Co.
62 Cortlandt St., N. Y.

CHENEY'S BLOOD HERBS

or (ALTERATIVE)

Makes 2 quarts of the best Spring Tonic known. 50c and druggists. By mail, 55c. G. G. CHENEY CO., 15 Union St., Boston.

LOOSE DRY HERBS

Make The Teapot Test

Put "SALADA" TEA in a warm teapot—pour on freshly boiled water—let stand for five minutes—and you will have the most delicious cup of tea you ever tasted.

"SALADA"

HAS THE FLAVOR! THE FRAGRANCE! THE DELICIOUSNESS!

That makes Ceylon Tea the beverage of delight. In sealed lead packages ONLY.

BLACK, GREEN or MIXED

A Marriage in Secret

SHE'S secretly married, and she writes me she is a poor, little tear-stained letter telling me all about it and asking what she ought to do.

"He keeps telling me I mustn't tell," says the letter, "and then he makes me wait and wait, and I don't know what to do.

"I know people talk about me. I'd talk about any girl that acted the way I do, but he says if I tell he'll run away and never see me again.

"I think he's afraid of his mother. He's her only son and she thinks nobody is good enough for him. I'm afraid she'll never approve of me, but I can't help it now, and what shall I do?"

Do, little sister? There's just one thing to do, and do this very day! Stop every one you know, in the very streets, if you have to—make them by the coat to do it, and tell them the foolish, honest, awkward truth.

Tell them you are married, tell it as if you thought, of course, they had known it all along, and then if there's any doubt about it—the least lingering particle of doubt—prove it, and be done with all this folly of secret and subterfuge.

Says he'll run away and never see you again if you tell, does he? Tell quick and let him run; the farther the better. What do you want with such a man as that, anyhow?

How in the world did you ever happen to consider a secret marriage in the first place? Thought it was romantic and mysterious, didn't you?

Well, that's romantic enough in the name of all that's fair and square and honest and unafraid, but romantic! Ask the first police court judge you meet what he thinks about it, and he'll tell you there's very little romance in most of the secret marriages that come to his notice.

Secretly married! What a story of petty deceit, small lies and quiet sneerfulness that very phrase calls up! If I couldn't be proud of the man I married and the fact that I was married to him I would stay an old maid to the end of my days.

Afraid of his mother, is he? Well, if he tried to make me compromise my good name with this secret business very much longer there'd be some one else that he'd be afraid of, let me tell you; and he'd have reason to be afraid of me, too.

No, it isn't just for yourself you must think; you must think for him, too. You're a wife now and you must have discovered by this time that the woman must get the standard of a man's behavior in these things.

If it were not for the fact that some woman is watching them he would be very much out in this world at all. Men live from hand to mouth, and they expect up to what the average husband of years to be a man, and ten chances to one he will be.

Let him be a sneaking coward for even a little—the least bit—and the moment I know you'll put the brand on him and

ARREST I. W. W. MAN IN LOWELL

LOWELL, April 19.—William E. Trautman of Chicago, General Organizer of the I. W. W., was arrested in this city today by the Lawrence police, charged with assault with murderous intent. The alleged assault took place in Lawrence during the strike in that city.

Trautman was indicted with Joseph J. Ettor and Arturo Giovannitti, and a warrant issued for his arrest. He was located at the Waverly House, Lowell, where he has been making his headquarters during the Lowell strike.

A GREAT FICTION BOOKLET FREE.

A whole library of the greatest stories ever written, printed in booklet form, will be given free with EVERY COPY of SUNDAY'S AMERICAN.

NEBRASKA HOLDS PRIMARIES TODAY

OMAHA, Neb., April 19.—Nebraska voters expressed their choice today for nominees for President, Vice-President, United States Senator, Representatives, delegates to the national convention, national committeemen and all elective State offices. The campaign has been a bitter one. While the presidential primary is but advisory, delegates to the national convention are expected to support the popular favorites, and State legislators are to agree to support the popular choice for United States Senator. The names of seven candidates for President appear on the ballots in the order named: Republicans, Robert M. La Follette, Woodrow Wilson; Prohibition, H. Taft; Democrats, Champ Clark, Judson Harmon and Woodrow Wilson; Prohibition, Eugene B. Chafin.

HUNDRED PERISH IN TENNESSEE FLOODS

MEMPHIS, Tenn., April 19.—One hundred persons have perished in the flood-stricken district in the last twenty-four hours, according to government engineers. The majority were drowned, but some died of exhaustion and starvation. Whole families were wiped out.

HARRIS INSISTED ON GOING BACK TO AID THE HELPLESS

By MRS. HENRY B. HARRIS,

Wife of the theatrical magnate who was lost in the disaster.

There was plenty of room in our lifeboat for my husband, and I begged him to come. Harry had one foot in the boat as he helped me in, but he insisted on going back to make sure that all the women and children had been placed in safety. I never saw him again.

HUNDREDS MARK PATRIOTS' DAY

The celebration of Patriots' Day opened today in Lexington and Concord with ringing of bells at sunrise. The fife and drum corps marched over the route taken by the British regulars in 1775. At the parade at Minute Men started at 10 a. m. This afternoon and this evening there will be band concerts.

In Dorchester the Daughters of the Revolution performed their annual ceremony of marking the graves of Revolutionary soldiers at Codman Cemetery.

The militia competition "hike" from the Medford Armory to Lowell started at 10:30 a. m.

Program for the Day.

Other events on the day's program are: Children's demonstration and grandstand games and athletics, conducted by Municipal Athletic Association, Franklin Field.

Annual meeting of Massachusetts Society, Sons of American Revolution, Hotel Vendome.

South Meeting House.

Calumet Club dinner, League 23rd annual convention in Park Avenue M. E. Church, West Somerville.

The fifty-fourth reunion and dinner of survivors of Tenth Regiment, Light Artillery, Massachusetts Volunteers, Young's Hotel.

Dinner of Massachusetts Society, Sons of American Revolution, at American House.

Exercises of Massachusetts Daughters of American Revolution, Hotel Vendome.

Minstrel show by Father Mathew T. A. and L. Society, Dorchester.

Fifth annual reunion of eight workers in Catholic Union Hall, 3 p. m.

Exercises of Municipal Athletic Association, North End Park, 3:15 p. m.

Drum Corps Association, Melrose, by Ladies' Social Circle of the Melrose Universalist Church, afternoon and evening.

Dances in Evening.

Historical pageant under auspices of Charlestown Improvement Guilds, in new armory, afternoon and evening.

Cantabrigia Club, Cambridge, historical exercises and dance, afternoon and evening.

Junior prom of M. I. T. at Hotel Somerset, S. P. M.

Boston Naval and Military Veterans' Association annual ball, Paul Revere Hall, S. P. M.

Vincent Club show, S. P. M.

Night of Light at the College of Elks, Elks' Home, Somerset street, 8 P. M.

Leap year party by Roxbury Council, Knights of Columbus, Catholic Union Hall, 8:30 P. M.

MARRIED LIFE THE THIRD YEAR.

A chapter of Mabel Herbert Urner's fascinating new serial appears in SUNDAY'S AMERICAN.

HOME RULE MEETING HERE WEDNESDAY

A great demonstration in support of the Irish Home Rule bill, now in progress through the House of Commons, will be held next Wednesday evening, in Faneuil Hall. It will be the first public meeting, open to all friends and supporters of the Irish movement for self-government. Mayor Fitzgerald will preside. Addresses will be made by Michael J. Jordan, president of the Boston Central branch, United Irish Leagues; Monsignor Cullinane, James B. Walsh of Fitchburg, Josiah Quincy and many prominent citizens will be on the platform.

NOW 214,172 ADULT MALES IN BOSTON

In Boston there are now just 214,172 male residents of this city who are twenty years or over, according to the figures compiled by the election commissioners, who have just completed tabulating the number of names collected this year in the annual poll listing. This is an increase of 7,886 more than last year, when the total was 206,286.

Just 4929 of the increase was due to the annexation of Brighton, 2957 to Charlestown, who have just completed tabulating the number of names collected this year in the annual poll listing. This is an increase of 7,886 more than last year, when the total was 206,286.

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RAILWAY ENGINEERS THREATEN A STRIKE

NEW YORK, April 19.—Threat of a general strike of railroad engineers was made today by Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers, in a letter sent to general managers of fifty lines east of the Mississippi, unless they modify their rules and grant the men the wages. The time limit for a reply was set at 8 o'clock tonight.

SKULL BROKEN BY BAT.

ST. LOUIS, April 19.—While making a desperate attempt to slide home in a baseball game at St. Louis Tommy Casey, ten-year-old son of Patrick Casey of 4248 St. Louis street, was struck on the head when he was struck by a bat. The boy received the blow just above the left ear, and his skull was badly shattered. Dr. L. J. Linder, who was called, said the boy could not recover. The game was called and the players carried the injured lad to his home.

A GREAT FICTION BOOKLET FREE.

A whole library of the greatest stories ever written, printed in booklet form, will be given free with EVERY COPY of SUNDAY'S AMERICAN.

DORR SERIOUSLY ILL IN HOSPITAL

William A. Dorr, alleged slayer of George E. Marsh, the Lynn soap manufacturer, is today confined in the hospital ward at the Stockton, Cal., prison, in which he was placed following his arrest on a slip furnished the police by Helen Welch, a telephone girl, who will probably share in the reward offered by the Lynn authorities if Dorr is convicted.

Dorr is suffering from cocaine poisoning caused by his putting hair dye on his face, head, neck, hands and arms in an effort to disguise himself. His condition is critical.

The Lynn police are awaiting the action of the Essex Grand Jury on the evidence against Dorr. If an indictment is returned, two Lynn inspectors will start West as soon as extradition papers are signed.

Dorr fainted while being questioned by the office of Chief of Police Briare of Stockton. He occupies a cot beside that of Zoilis Clements, *self-confessed* murderer of five men, who was also a member of the First Baptist Church choir in Stockton in which Dorr sang.

Chief Burckes of the Lynn force is working on what is now a new piece of evidence furnished by a young woman whose identity is being concealed. The girl says she saw Dorr in one of the most important links in the chain of circumstances against Dorr.

Woman Gives Clews.

The new witness told the police she saw a man believed to be Dorr on the afternoon of the day of the murder in his automobile which was following an electric car on which Mr. Marsh was riding. The machine was close to the car. She said that when Mr. Marsh stepped off the car the machine was right at the curb line.

The stranger, the woman declared, was sitting on a grass plot near the Marsh house when Marsh emerged and started for the car. Running around into Chatam street she said, Dorr jumped into his automobile. He followed the car along Lexington avenue into Union street and thence to Lynn, where, when Marsh stopped to speak with a friend, and then continued to Exchange street.

This testimony, the police say, is of extreme importance, as it proves Dorr never entered the automobile either on Exchange or Central or Central square after he left the tailor shop. The murder it is thought, was committed after that time.

Another important feature of the case is the report of Chemist Hamlin F. Bennett, who declares the stain found on the cloth in the abandoned automobile on Stone Dope street, Boston, is blood. Bennett said he could find no bloodstains on the automobile or on the gloves worn by the operator of the car.

Talks of Aunt.

Dorr, in a statement to the police of Stockton, denied he committed the murder. He said he had never seen Marsh nor had he been East of Chicago during the past year from Stockton. He begged to be allowed to see his aunt, but when told she had come to Boston said:

"I don't want her she wouldn't go until I came back."

Dorr left Stockton after selling his motor-cycle business for $2,000. He admitted buying an automatic revolver, which he declares was stolen from him with $200 in a Chicago hotel. Besides the police say Dorr would probably not been captured if it had not been for Helen Welch. She called a phone operator who notified them he was trying to telephone to his aunt. The police went to the booth and placed him under arrest.

Dorr's disguise which is to end may have fooled his clever one. He succeeded in passing several of his friends on the street.

TITANIC'S CAPTAIN IN MOVING PICTURES

They are already flashing moving pictures before the public showing Captain Smith of the Titanic inspecting the sister ship, Olympic. The first views of Captain Smith in motion picture form were exhibited at the Scenic Theatre yesterday, and pictures from the crowds that flocked to the theatre the film will be retained indefinitely. One of the interesting features is that it was the ill-fated Titanic that was on view. The pictures were taken from the dock as the ship left port, at a time when Captain Smith was in command. Views of all parts of the ship, including the lifeboats, are plainly shown. It is by this means that the public will be allowed the first opportunity to see

Lost and Found.

15c a line of 7 words. 25c display.

LOST—Between 174 Portland st. and Parker House Tues., April 16, about 12:30 p.m., one pearl necklace set in pearls; might have been left on City Point car. Finder please return to Parker House. Reform Newton Hospital, Newton Lower Falls.

LOST—Party finding open-faced lady's gold watch with diamond pin attached at car, corner Huntington av. and West Newton st., Monday evening, please return to 4 CLIFFORD PAINE, 45 Falmouth st., Suite 419, or 41 West st., rm. 902. Reward, $5.

LOST—Friday night, between Back Bay and North st., leather pocketbook containing money. Notify tenant with two conventions. Finder please return to 32 Irving st. and receive suitable reward.

LOST—Masonic watch charm in North Cambridge or West Somerville, between or inside Florist will be suitably rewarded by returning same to No. 58 Fredericia st., North Cambridge.

LOST—Sunday night, between Hotel Vendome and Park Square, opera cape. Finder please return to 1 Arlington st. and receive $10 reward.

LOST—Bubble make ring, collar marked D. C. Reward if returned to owner, 1

EDITORIAL PAGE OF THE **BOSTON AMERICAN** BOSTON APRIL 19, 1912

OUR HEROES

IN the middle of the North Atlantic a giant iceberg lifts its white cliffs 500 feet in air. It towers like a mighty marble monument above the graves of 1,500 heroes who died that the women and children might be saved.

Soon this monument will dissolve and disappear, as sooner or later in the lapse of years all monuments disintegrate and disappear. But the memory of the noble deed of these brave and self-sacrificing men should live forever.

Swept without need, without heed, without reckoning or reason into a disaster which meant inevitable death, these heroes thought not of their own safety, not of their own lives, but only of the lives and safety of the weak women and little children confided to their care.

Husbands embraced their wives, fathers kissed their children good-by, and men who were leaving wives and children desolate far away at home labored to save the wives and children of companions in misfortune.

Then when the dear ones, the dependent ones, had been sent to safety in the lifeboats and had drifted away into the dark night, these true men, calm and courageous, stood alone upon the deck of the doomed ship and went down to death and to glory.

Who would not choose so glorious a death?

Who would not rather die a hero than live a coward?

These men have died as men should die. They performed their duty to their fellow-men, their obligation to their God.

So may God reward them and may men remember them. And may the memory of them remain forever a noble record of past heroism for humanity, a splendid inspiration to future deeds of duty and devotion.

WILLIAM RANDOLPH HEARST.

Heedless of Warnings, Indifferent to Disaster, the White Star Officials Raced With Death, and Death Won

Every word yet received from survivors of the Titanic, all the testimony of masters of incoming steamships as to the ice-floes in which the great steamship foundered, is a fresh indictment of the White Star Line—an added reproach to the managing director of that company whose authority over the Titanic reduced the captain to subordination and heroic martyrdom.

Mr. Bruce Ismay sailed out of Southampton last week, Wednesday, in virtual command of the splendid ship.

More than 2,100 souls were intrusted to his keeping, including scores of men of great usefulness in commerce, in science, art, letters and the world's affairs. These men, for the most part, Mr. J. Bruce Ismay has left under the waters of the icy sea on the Newfoundland Banks. On the Carpathia he has brought to New York harbor such a shipment of new-made widows and orphans as no elegy or odyssey has ever sung, since the sadness of the world began. Not in this generation will the world forget the awful significance of this spectacle. The people of the United States and of all other maritime nations will mark the meaning of this terrific contrast. The brave men under the waters have something important to say to the Chairman of the Board of Directors as he sits secure among the women and children.

The AMERICAN speaks—if not for the dead—at least for the living, when it declares that the dreadful calamity could have been and would have been avoided if the White Star Company had used the kind of care that their responsibility required.

THE TITANIC WAS WHERE SHE OUGHT NOT TO HAVE BEEN.

She was TWICE WARNED of the imminent danger of the ice at that pace. Yet she kept on, under a moonless sky, rushing through the impenetrable night at high speed. It was probably impossible to see half her length ahead.

Here is the official record of the double warning of the ice peril that reached the Titanic before she struck:

WARNING NUMBER ONE.

The United States Hydrographic Office at Baltimore reports that at half past nine o'clock last Sunday night—JUST ONE HOUR BEFORE THE TITANIC STRUCK THE ICEBERG—she sent "April 14.—The German stea mer Amerika reports, by radiotelegraph, passing two large icebergs in latitude 41.27, longitude 50.05—Titanic, Br. S. S."

Naval officers calculate that as the Titanic met her fate in latitude 41.46, longitude 50.14, she may have struck one of the icebergs reported in her own dispatch.

The second warning received by the Titanic is recorded as follows:

WARNING NUMBER TWO.

Captain Caussin, of the French liner La Touraine, which arrived at Havre Tuesday morning, reports that he passed through vast fields of ice on April 10, while steaming eastward, and that when he got into communication with the Titanic two days later, he warned Captain Smith of its presence. Captain Smith received the warning and replied with a message of thanks.

The Whited Sepulchre

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Captain Caussin steamed for a whole day through field-ice, which forced him to slow down. The ice was particularly dangerous, he said, floating low in the water and being difficult if not impossible to discern at night. Many bergs were passed the next day, but the field-ice, he believed, was the greatest danger. The time which elapsed and the speed of the Titanic, would seem to indicate that she had run full speed into the field-ice.

The steamship Rotterdam received these same warnings AND IMMEDIATELY CHANGED HER COURSE TO THE SOUTH, TO GET OUT OF THE DANGER ZONE. BUT THE TITANIC, WITH 2,100 LIVES ON BOARD, KEPT ON!

Had the sovereign consideration on the Titanic been safety, instead of the making of a maiden record for speed at all hazards, 2,100 lives would not have been put in jeopardy. The question of a collision with one of the two icebergs, known to be near, would not have been left to luck.

Presumably it was with Mr. J. Bruce Ismay's consent that Captain Smith waived the ordinary precautions, AND SENT THE HUGE LINER AHEAD THROUGH THE ICE DRIFT INTO THE DARK SILENCES OF THE NIGHT—AT HIGH SPEED—TO DEATH.

The fury of the sea, its inevitable and unseen perils were all lacking in this greatest calamity of the sea. Death came to 1,595 people over a bland sea and on a serene April night because the owners of the line cared more for maiden records and luxuries of the sea than for the lives that were confided to their care.

After the ship struck there was ample time to transfer every passenger and seaman to boats or liferafts, but there were enough boats for only one-third of the passengers. Hence the number taken by the boats—745—is the exact measure of the White Star line's provision to save life, and the number drowned—1,595—is the exact measure of the White Star Line's criminal negligence, the proportion of its failure to take reasonable care of the lives committed to its care.

Once before—at the time of the wreck of the White Star steamer Republic—a plain warning was given.

The AMERICAN said then: "The successful rescue of the passengers and crew of the Republic WILL PROBABLY LULL THE PUBLIC INTO A DOZE OF SEEMING SECURITY—OUT OF WHICH THEY WILL BE AWAKENED BY SOME FEARFUL DISASTER—A DISASTER WHICH WOULD BE MADE IMPOSSIBLE IF PROPER PRECAUTIONS WERE NOW TAKEN."

THE BILL WHICH THE AMERICAN HAS CAUSED TO BE DRAWN UP FOR THE PROTECTION OF OCEAN TRAVELLERS FROM THE RAPACITY AND FOLLY OF STEAMSHIP COMPANIES WAS INTRODUCED IN THE UNITED STATES SENATE WEDNESDAY BY SENATOR PERKINS OF CALIFORNIA, AND IN THE HOUSE BY REPRESENTATIVE SULZER OF NEW YORK.

SPEAKER CLARK SAYS THAT THIS BILL WILL PASS THE HOUSE UNANIMOUSLY.

Congress is awake to the fact that the blood of the lost will, in some sense, rest upon the heads of those who fail to do all that is in their power to prevent the repetition of so wanton and inexcusable a waste of life.

The fault in this case is with the White Star Company and with nobody else. If safety required that the Titanic's swimming pool should be dispensed with in order to make deck-room for lifeboats, that was a fact that nobody could know so well as the White Star people knew it.

The public has awakened from "its doze of seeming security." The "fearful disaster" has befallen. It is an inexpressible pity that so costly a sacrifice had to be made, but it must not be made in vain.